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**HAVE FOOD,  
WILL RIDE**  
HOW PROS PACK  
THEIR POCKETS

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**BEST  
UPGRADES**  
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# Bicycling

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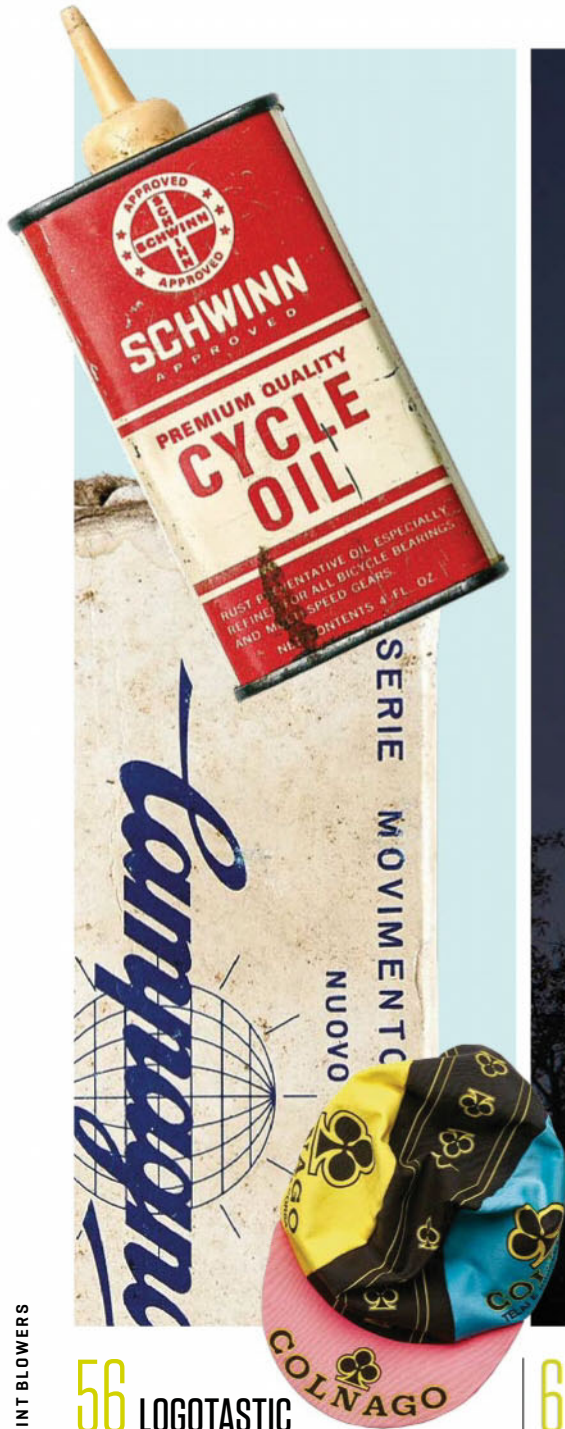


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KIRSTEN GETS HER SLAVE AT LAST - WELCOME PENNY!





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BY CHRIS KLIBOWITZ

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Cyclists have an obsession with going harder, faster, and – most importantly – further. We get into the heads of SA's biggest distance junkies to find out what makes them yearn to go far in life.

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Using a CO2 bomb may seem simple, but if you've ever failed at using one, you know how disheartening it can be. Here are the reasons for CO2-cartridge phobia – and how to overcome it, and get you bombing away.

BY GLORIA LIU



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By Oli Munnik

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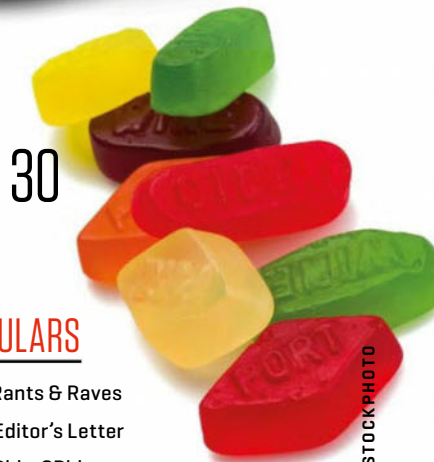
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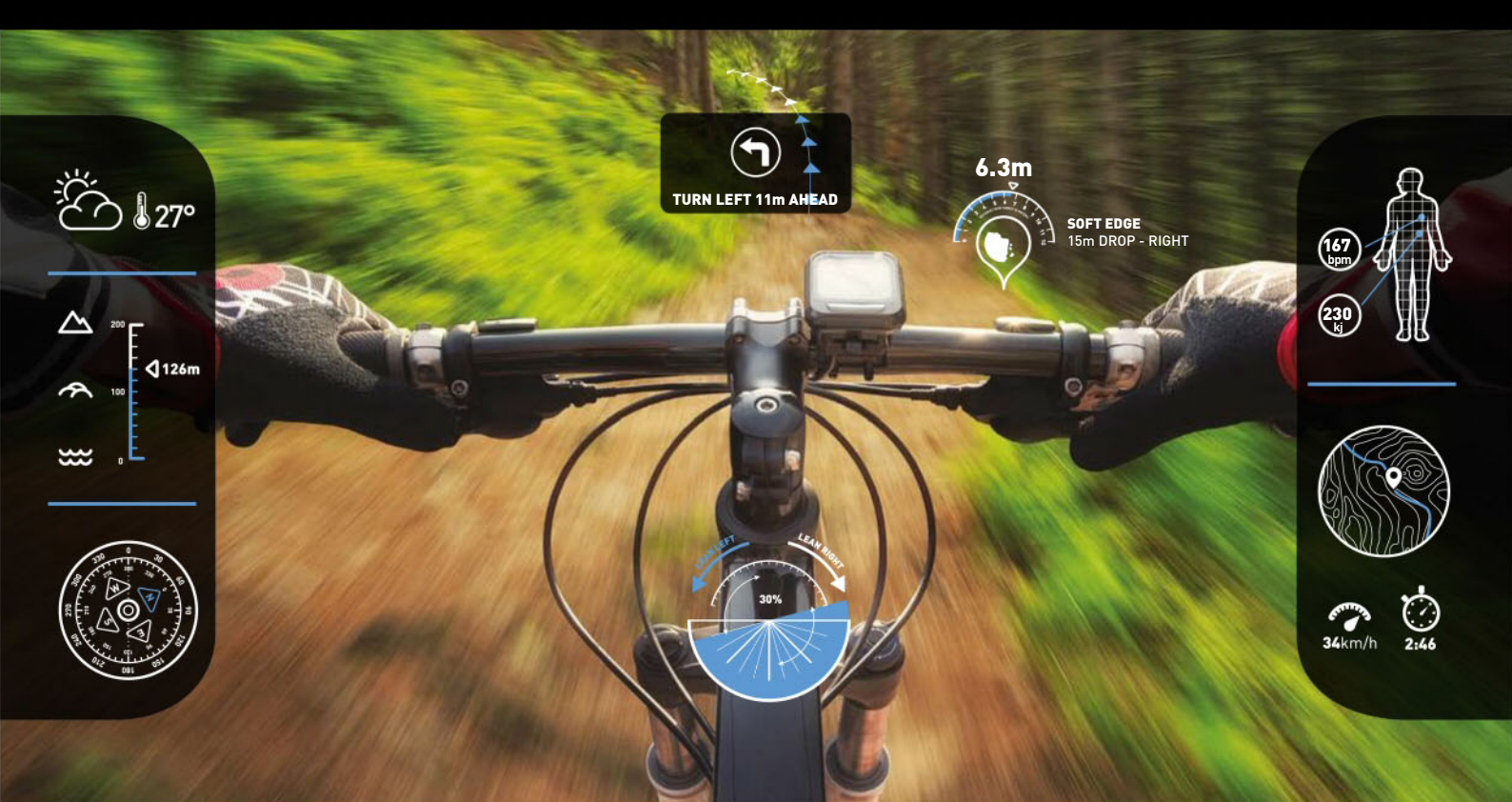
Gear Editor Oli Munnik tests the Specialized Diverge gravel-grinder, for his report on page 84.

PHOTOGRAPH BY CRAIG KOLESKY



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### **THE GRASS IS GREENER**

**IMAGE BY EWALD SADIE**

Although Grabouw was ravaged by fire earlier in the year, the area still provides images that are impossible to forget, because of the natural colour palette on offer. Here, Grabouw showcases all her beauty in baby blue, ash grey and iridescent green, as Daniel Dobinson – former pro, and founder of bike touring company iRide Africa – descends a ribbon of singletrack flowing through the burnt landscape.

**WHERE** Grabouw Country Club

**WHEN** 28 April 2015

**METADATA** Canon EOS 5D mkII, F-stop: f/3.5, Shutter: 1/2000, ISO Speed: ISO 160, Focal length: 15mm

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# RANTS & RAVES

► SO, WHAT DO YOU HAVE TO SAY TO US?

## WINNING LETTER

### The Christmas Present

Father Christmas, in the guise of my wife, son and daughter, arrived unexpectedly this past Christmas to deliver a beautiful Silverback Sola 2 – to me. So at the age of 57 I started riding; and 2 000km later, with an acclimatised butt, I entered the 94.7. Then someone broke into my garage and stole my bike. My riding buddy says he chains his bike to a bolt in his garage wall, guess I'll be following suit with my next bike. 94.7 is still on though.

– KARL TAMERIS

# WIN!

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– AND RAVES! – to  
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CHANCE TO WIN A  
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## You've Been Owned

My first Spar 60km MTB Challenge was a calamitous one: I rode to the start line, and while changing gears I had 'chain suck', which took 20 minutes to fix. This happened five times during the trip. During the race my front tube blew while descending and I lost my pump in the process, so it took forever to fix. My saddle came loose and I didn't have a hex key to tighten it, I also lost my sunglasses, and to top it all I fell three times. Needless to say I was bruised, battered and beaten by a 60km race.

– RICHARD AH PAK

## When In Rome

On a trip to Italy, I was apprehensive about crossing the roads. After a while I realised the traffic was busy, but without aggression. A honk in Italy means "I see you" rather than "get out of my way". The hundreds of bicycles, motorcycles and cars were like shoals of fish, each individual going with the flow of the group. If we could understand that our individual journey is not the only one that counts, and go with the flow more, we'd all be safer and less stressed on the road.

– PIETER BOTHMA

# F

## FACEBOOK FEEDBACK

**REMEMBER THE CYCLIST  
WHO WAS SERIOUSLY  
INJURED NEAR LLANDUDNO  
LAST YEAR AFTER A HIT  
AND RUN? SENTENCING  
WAS HANDED DOWN  
RECENTLY. THOUGHTS?**

[bicycling.co.za/hit-run-sentence](http://bicycling.co.za/hit-run-sentence)

"I think the sentence is too lenient.  
He fled the scene, so in my opinion  
should be jailed rather than having a  
suspended sentence."

– Michelle van Schalkwyk

"Far too lenient. Disgraceful, in fact.  
What has this guy learnt?"

– Brigid Markey

"Now let that be a warning to the rest  
of you drunk drivers to please not do  
this again, pretty please with a  
cherry on top."

– Steve Bryant

## READER TWEETS



@greg\_ritz "Found this 2008  
copy of @Bicycling\_SA at the  
hairdresser yesterday @Anriettes  
@kevinevansracin"

@Sheffmonster @Bicycling\_SA  
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soon to a masthead near you... B

## WHAT IS IT?

# Cyclism:

 OWNED: (VERB, COLLOQUIAL)

ON GOOD DAYS, AN MTB TERM USED TO DESCRIBE HOW YOU'VE GOT THE BETTER OF A RIDING MATE OR A DIFFICULT TRAIL; ON BAD DAYS, IF THEY GOT THE BETTER OF YOU – E.G. "I NEEDED A KNEE OP AFTER MANKELE OWNED ME" – GRANT DEKKER, VETERAN LOCAL ENDURO RACER. (SEE ALSO RICHARD AH PAK'S LETTER ABOVE.)





# THE NEW NINETY-SIX TEAM 2016



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# Tyre Wars

WARNING: BICYCLING MAINTENANCE MAY RESULT IN DEAFNESS. AND REGULAR EXPLOSIONS.



**A**LMOST THE ENTIRE FIFTH-FLOOR STAFF WAS CROWDED AROUND MY OFFICE. It looked as if there'd been a battle between warring factions of Smurfs, as there was blue sealant splattered, in the style of the French Impressionists, across walls, computers, whiteboards and desks – like Monet's evil twin had been left alone in there, unsupervised.

I'd been attempting to seal a puncture, the result of a heavy landing on a sharp rock during my morning commute into the office via some Table Mountain jeep track.

workspace. The report deafened me slightly for the rest of the afternoon, while three of my co-workers were forced to go home early to change their underwear. I can also confirm that this particular tyre sealant tastes a little pepperminty.

Three days later, together with my eldest son, who professes to be a fairly good mechanic, we attempted to plug the tyre. I relaid the rim tape to ensure a proper seal, and then set about the pumping process again.

Boom #2!

I had let some of the new black

Sometimes the simplest task (like reseating a bike tyre, say) can result in sludge poisoning and mild deafness.

I admit I've never been particularly mechanically gifted, but I refuse to let the (seemingly) simple business of bike maintenance get the better of me.

In this issue we feature Gloria Liu's revelations about the CO<sub>2</sub> cartridge, or 'bomb' (*'Don't Blow It, p68'*) – that little pressurised tube that can inflate a tyre in a second, but is the bane of every airport security person on the planet (*"Have you got anything in your bag, sir?" "Yes, I have a bomb..."*)

Two years ago, *The Star* sports writer Kevin MacCullum was nearly impaled by a cartridge, which shot off its applicator 15km from the finish of the Double Century. It was a close thing, and it's always made me a bit wary of using CO<sub>2</sub> cartridges, even though they're probably one of the best cycling inventions since the wheel.

Reading Liu's words made me feel a little bit better about my apprehension – and I'm confident it will do the same for all you closet 'bomb' defusers.

**“ Our local ADT guys arrived shortly afterwards, guns drawn. And my fiancée is still looking for our cats.”**

The cut on the sidewall was just too big to plug naturally with sealant, so I'd attempted to use some company Post-It notes to fill the gap, so I could get the tyre to seat.

My plan seemed ingenious – until I hit three bar on the office footpump. That's when the tyre exploded, squirting blue sludge over my entire

tape, used to seal up the spokes, slip over the edge of the wheel rim. As the pressure rose, the tyre had slid off. Our local ADT guys arrived shortly afterwards, guns drawn. And my fiancée is still looking for our cats.

You see, the thing with bicycling maintenance is that things never seem to go as well as you think they should.

Mike  
EDITOR

@MIKEFINCHSA



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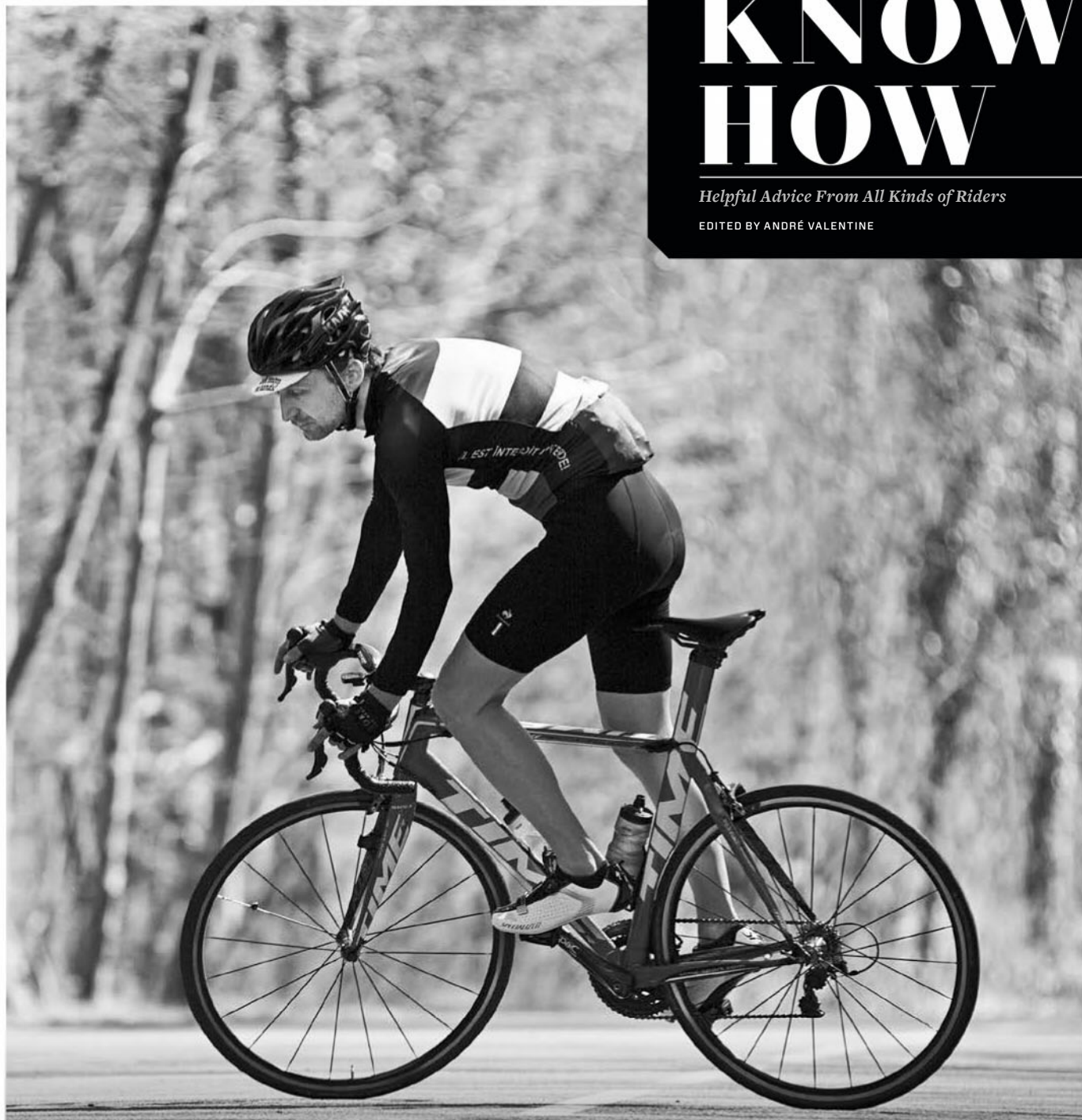
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# KNOW HOW

*Helpful Advice From All Kinds of Riders*

EDITED BY ANDRÉ VALENTINE



## THE ONE THING THAT CHANGED IT ALL

### → A HERD OF COWS

In 2010, while in France on holiday, my friend Carole and I decided to ride 464km from Toulouse to Bayonne in only two days, passing over the great climbs of the Pyrénées. We were only 140km into our ride when we attacked the Col d'Aspin, the first time either of us had ascended this legendary peak. I felt as if I were climbing on the moon, light and fast, watching the landscape reveal itself turn after turn, and the vast horizon come ever closer, seemingly within our reach. Nearing the summit, we could hear the ringing of *les cloches des vaches* [cowbells], as a dozen or so cows roamed freely in the sun. It was at this moment that climbing became my passion, my muscles and senses working together in harmony. Now my friends complain that the routes I choose are too hard, but I say, "Forward to the summit!"

DAVID GILBERT, 40 / GRAPHIC DESIGNER



# ENDURO: A Discipline – of Fun

Enduro is the heart of where mountain biking originated, says **Myles Kelsey**, *Bicycling's* former world age-group downhill champion.

South Africa has a marathon-obsessed mountain-biking community. The Epic, SanizC, Wines2Whales and other events are designed to tax lungs and legs. There's nothing wrong with that; they're enjoyable events. But in recent years a different rider experience has been making waves: enduro. But is it just a fad, or a real discipline?

Trail bikes emerged around 10 years ago, and through persistent advancement, the modern-day trail bike has become a versatile beast. Originally demanded largely by DH riders wanting a fun XC ride for cardio training, these bikes are now light, and geared to climb; and importantly, they have the geometry and suspension kinematics crucial for fast trail-riding and descending.

Trail machines are highly capable all-rounders, suited to beginner, expert and pro riders looking to have more trail fun. And that's what we use them for: to go fast on downhill sections and technical trails – safely – and then move around the mountain to find another section to scream down. The beauty of a trail bike is that it's *not* an XC bike or a DH bike – it's something in between.

I love riding my trail bike: it's a fun workout, and it sharpens my skills – two birds, one stone. Every MTBer should consider owning a trail bike as part of their stable of off-road riders.

The evolution of the trail bike has brought with it a competitive race format referred to as 'enduro', which involves timed, mostly downhill sections ridden as part of a longer loop. Riders complete anything from 20km to 60km in a day's racing, with only specific sections – or 'stages' – being timed. The format is similar to car rally racing ('MTB rally' is probably a better name for enduro; but let's not open *that* can of worms again). An event will see around three to six timed sections, which are added up to determine the fastest rider overall: the winner.

Enduro racing is becoming popular globally. Races aren't overpopulated, and the experience is unbeatable.



You get to ride with your mates, and don't have to bury yourself on climbs before enjoying the downhills.

## Enduro looks set for growth in SA. Or does it?

I think it does – if we get the format right. And we can. But there's work to be done: for instance, there's much debate over how much practice on the course riders should be allowed. At the Enduro World Series (EWS), racers get a few days to practise. This gets visiting riders more familiar with the trails, which is vital for levelling the playing field. Locally, some riders practise the trails weeks ahead of an event, giving them a huge (and unfair) advantage.

The answer lies in moving SA enduro races closer to the EWS format. Two crucial rules have been suggested: firstly, two weeks before the event, competing riders should be barred from riding that mountain. Secondly, on the Saturday before the race, competitors should be allowed to do as many loops as they wish.

Enduro, really, is the heart and spirit of where mountain biking originated: MTB pioneers were just a bunch of blokes, climbing on bikes and heading up into the mountains to see how fast we could blaze down them – we just never gave it a name. To us it was mountain biking; now it's enduro.

It's the way we've ridden for ages, and it's rad! **B**

## BUSTING ENDURO MYTHS

### Enduro is most definitely:

- ▶ Not XC
- ▶ Not DH
- ▶ A race format, riding style, bike type and trail type
- ▶ Fun, adventure, travel, community...

### Hmm. So how do I recognise an enduro rider?

- ▶ Loose-fitting clothing only!
- ▶ Full-face and/or open-face helmets are both enduro
- ▶ Knee pads are so enduro
- ▶ Beer is very enduro



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### ► WHAT ARE LAWYER TABS, AND IS IT OKAY TO REMOVE THEM?

Look at your bike's fork. You'll notice the notch where your quick release sits curves down further, to the back of the bike. This is a lawyer tab, which is a lot like the 'Caution! Contents Hot!' warning on your takeaway coffee. The tabs are designed to prevent your wheel from dropping out, even if the quick release is open. Manufacturers began putting them on bikes in the 1980s to prevent lawsuits. ►



COLIN MCSHERRY



Professional team mechanics like to file these lawyer tabs off to save weight or make wheel changes easier, but there are legal implications to doing so. Cycling attorney Bob Mionske says that by getting rid of the tabs, you risk nullifying your bike's warranty and excluding yourself from UCI-sanctioned races, as the governing body requires that equipment not be altered from its original state. So unless superfast wheel changes are a part of your daily ride or you're the weeniest of weight weenies, it's best to leave them where they are.

#### ► **Why can't we store water inside our bike frames?**

Actually, you can: Specialized's Shiv triathlon bike features a hydration bladder that the company's marketing masterminds dubbed 'Fuelselage'. It holds about 600ml of water just behind the head tube. But you don't see this kind of thing too often, because it's just not practical. First off, if you stored anything but water inside a frame, cleaning it would be a major headache. There are other problems. Although you could probably fit 600 to 700ml in a typical road-bike down tube, that's only a little more

than a single bottle holds. So on anything more than a short ride, you'd still need a frame-mounted cage or two. Also, you'd need some kind of system to prevent it from leaking. A drink mix may keep you pedalling, but it has the opposite effect on your bottom bracket. Finally, the genius of water-bottle design is pressure: You squeeze, it squirts. With frame storage, you're resorting to a hose and bite valve. Let's face it, it's hard to breathe when you're sucking on a straw.

#### ► **My friend just bought a bike. I want to ride with him, but I'm worried because he's not that stable. What's the best way to get him riding on the road safely?**

The simple answer? Just ride. The more he gets out there, the more confident and less skittish he'll be. But if he's reluctant to go out by himself or to mix it up with a group, suggest a couple of visits to an empty parking lot, says Karen Wilkinson, who runs cycling programmes for newbie riders. Work on a few drills, like riding in a straight line along painted parking spaces, cornering around an object, and pedalling behind and next to you. He might



**SHORT HAPPENS**  
Know which shorts look best, to make you look good when you're dropping your mates.

want to practise turning his head without moving his upper body, and lifting his hands (one at a time) off the handlebar. Wilkinson also suggests a bike fit and core work, to help with balance and stability.

#### ► **Some friends gave me grief about driving to a ride that's 10km away. Is there a reasonable cut-off point at which it is acceptable to drive to the ride?**

Anything more than 5km — unless you live midway up the equivalent of the Tourmalet, or somewhere you wouldn't ride anyway because you'd be risking your life. A study by Transportation Alternatives in New York City found that trips of less than 5km are often faster by bike. Plus, if you're riding for pleasure and exercise, what's another 15 minutes each way that you'd

otherwise spend sitting in a car and loading and unloading your bike?

#### ► **What cycling shorts are best for thick legs? Mine make my legs look like Eskort porkies.**

Construction is key. Here are some features to look for:

**MULTIPANELLING** Shorts made from as many as 8 to 10 pieces of fabric conform to legs better than fewer pieces wrapped around the thighs.

**A WIDE HEM** Tight silicone strips can create that unwanted sausage effect. Shorts with a 5cm or wider stretch-elastic band at the bottom squeeze less.

**A LONGER CUT** A leg opening that sits just below the widest part of your thigh is often most flattering.

#### ► **I hate tan lines. How can I prevent them?**

So many cyclists wear tan lines

# 8

**MINUTES OF HIGH-INTENSITY CYCLING YOU SHOULD DO BEFORE A HIGH-FAT MEAL TO FEND OFF HEART DISEASE. SO GO AHEAD AND HAVE THAT POST-RIDE BURGER – AS LONG AS YOU RODE HARD.**

SOURCE: UNIVERSITY OF EXETER



like badges of honour. We get it: they represent all the long hours you've spent busting your ass on the road. And while we applaud your aesthetic sensibilities (just say no to the blinding farmer's tan!), there's another essential reason to minimise tan lines – skin cancer. Most cases are caused by exposure to the sun, so to prevent it, along with those annoying lines, use a broad-spectrum sunscreen with an SPF of 15 or higher. Experts usually recommend a tot-glass-worth to cover your skin, and to reapply often (at least once every two hours), especially if you're sweating a lot. Over time, you may still end up with a gradual tan, so alternate your short and jersey sleeve length to create more of a fade effect. **B**

#### READER SURVEY

## WHAT CYCLING-HONED MUSCLE ARE YOU MOST PROUD OF?

QUADS OF STEEL ..... 42%  
 SCULPTED CALVES ..... 39%  
 POWERFUL GLUTES ..... 10%  
 MUSCLE? WHAT MUSCLE? ... 8%  
 BUFF BICEPS ..... 1%

SOURCE: BICYCLING FACEBOOK POLL

#### TALK TO US

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BY OLI MUNNIK  
PHOTO BY JAMES GARAGHTY

## SILENT ASSASSIN

Gates CentreTrack belts are embedded with carbon fibre tensile cords that won't stretch, and require no lube – ever! They're also grime-free, so you can say goodbye to greasy chain marks on your jeans. Paired with Gates' patented sprockets, there's little to no chance of the system derailing when properly aligned and tensioned.

While most commuters (and a few passionate MTBers) schmaak single-speeds, if that's not your cup of tea your alternative is to build a Gates belt-drive system into a compatible frame with an internally geared hub, such as the NuVinci N360.

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## FASHION PASSION

**I've started commuting to work, and use the bike to go to the pub (the police don't seem to stop drunk cyclists), and even to pop out to the shop. I don't want to wear full lycra gear to the pub or office, but I can't spend a fortune on trendy urban cycling clothes. What should I wear? And should I sell my car?** – Jonathan, Claremont

**L**et's start with the last question first. I wouldn't sell my car. A bike is the perfect accessory for any car. It announces who you are without a three-tone fart of a horn blast. Also, you can drive any car, a wreck, a Porsche, and people will ask about your bike rather than your car. Keep the car to start conversations. There are worse ways of meeting new people. As regards the clothes, I turn to *Esquire* magazine, who last year ran a piece called 'How Cycling Became Britain's Most Fashionable Sport'.

"The price people will pay has increased in recent years, making certain newer fabrics affordable to use that maybe were not in the past," Yanto Barker, former pro and now owner of performance cycling brand Le Col, told *Esquire*.

"But the real upsurge has been in crossover clothing, fusing the capabilities of all-out cycling gear to urban style aesthetics. Giants like Levi's, with their bike-orientated Commuter range, and H&M have flexed their muscles, selling stretchy denim jeans with reflective detailing and reinforced seats for more comfort. Even Marks & Spencer now boasts a line of cycling chinos. But the moment belongs to more recent start-ups who have emerged from the cycling scene itself.

"Vulpine is among the leading lights. 'The Vulpine test is, if you can walk into a slightly rough pub and not look like a dick, then it's right,' says founder Nick Hussey." His company is one with aspirations to sell in clothing rather than cycling shops; it's still technical gear, but without the less palatable aspects of outdoor clothing – such as Velcro, "the enemy of good knitwear".

Perhaps there's an opportunity here for you, Jonathan. Have a chat to Edgars or Mr Price about helping you create an affordable line of clothes for those less well-heeled. Remember Hussey's words though: make sure you don't look like a dick when you're in a slightly rough pub. **B**

# RIDER <sup>2</sup> RIDER

► USEFUL TIPS FROM OUR READERS

### WINNING TIP

## WATER COOLER

To keep your hydration pack cold, buy two Medac re-usable ice packs at your pharmacy, and freeze overnight before use. Place these in your hydration pack alongside your filled bladder, and your water will be cool and refreshing. It only adds about 150g to the weight.

– Etienne le Roux



## SALT YOUR WOUNDS

After a race (long or short distance), have a warm bath with some ordinary Epsom salts. It does wonders for your sore muscles, reduces stiffness, and speeds up your recovery. I've been doing it for the last year, and it really works!

– Leonie van Zyl

## PUMP IT UP

When changing a punctured tube, pump some air into your new tube first before securing the open side of your tyre fully – that will help prevent the tube being pinched, and make the changeover a little faster.

– Jarred Marsh



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### PRO TWEETS

**Andy Schleck @andy\_schleck** ►

"My birthday present from @JilXuav thanks for awesome experience falling down from 4000m and 50 sec freefall"

**Louis @LouisMeintjes**

"I think the worst thing about riding @letour will be that I won't be able to watch it on TV."

**Ashleigh Moolman @ashleighcycling**

"Good day in the office! Narrowly missed stage win, but happy to be 3rd & on podium today #GiroRosa! Great teamwork!"





# PURE POWER UNDER CONTROL

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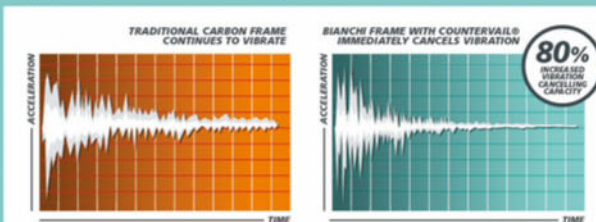
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## COLD PLAY

WHEN IT COMES TO ICY MORNINGS, BE AN ONION – AND LAYER UP.

Spring is here, but the mornings are still too cold to ditch your thermal vest. Training in freezing weather takes a lot of motivation, but the racing season starts soon, so it's important to brave those cold mornings.

With the right gear and friends you can make training in the cold a lot more pleasant. Rewarding yourself is good motivation too (if it works on dogs, it can work on people!).

The best way to beat the cold is layers... lots of them. Start with a quality undershirt that absorbs sweat, to make sure you don't get sick. Depending on temperature, wear arm warmers under your winter jacket, with a wind-vest over. Make sure your chest stays warm. A sheet of newspaper tucked inside your cycling shirt works like a bomb to keep the wind out. Leg

### “Rewarding yourself is good motivation too...”

warmers, booties and thick gloves are essential. I also put a buff over my head, which makes a huge difference. If my head's warm, everything's warm. On rainy days, a swimming cap over your helmet will keep you a bit dryer.

Also try to arrange rides with friends. When you have to meet someone, it makes it more difficult to bail. And is there a better way to start the day than a training ride with a buddy, talking about your plans to take over the world? Follow a cold ride with a hot bath and hot chocolate, and those cold mornings will be over before you know it... hopefully! ;-)



***Cherise Stander races for Team RECM, and represented South Africa at the 2014 Commonwealth Games.***

ISTOCKPHOTO | SUPPLIED

## SNIPPETS

# The Biggest Lies About Sugar

Yes, too much of the sweet stuff is bad. But sugar isn't evil – it's essential.

BY SELENE YEAGER

Though it's been thoroughly demonised, sugar is essential in an active cyclist's life. “Cut down on sugar too dramatically and you won't recover as quickly – and you might have muscle breakdown, because your body is using muscle stores to make energy,” says sports nutritionist Leslie Bonci. Here are some of the most common sugar fictions circulating today – and the facts.

### SUGAR IS BAD

Apples are high in sugar. So is beetroot. Oh, and plain yoghurt. Those foods also contain fibre, protein, vitamins, minerals and phytonutrients that keep you healthy. Yet some people won't eat these – and other naturally sweet foods, like sweet potatoes – because they're high in sugar. Bad move. Sugar is fuel. Glucose is your body's prime energy source. You're going to need energy on that two-hour ride.

### EAT SUGAR-FREE WHENEVER POSSIBLE

Ironically, artificial sweeteners have been linked to weight gain, glucose intolerance, and dangerous belly fat. Recent research suggests that artificial sweeteners don't trip the neurons in our brain that tell us we've eaten (which is why you can down a whole pack of sugar-free biscuits and reach for more).

### SHUN ALL REFINED SUGARS

Sounds like a great idea – until you're at 65km of a 100km ride. At that point your brain (and legs) are screaming for wine gums. “Sugar is an immediate energy source that not only fuels your body, so you don't break down muscle, but also helps fluids leave your gut more rapidly, assisting hydration,” says Bonci. “Plus, your brain only works on glucose, so it prevents brain drain on a long ride, which makes your ride safer and more fun.”

## NEW STUFF

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# Pocket Fillers

We take a peek into pros' jersey pockets to see what they pack to fuel their rides.

BY ANDRÉ VALENTINE  
PHOTOGRAPHY BY JAMES GARAGHTY

Your jersey pocket is the key to survival when you're on the road or trail – it's crammed with everything from multi-tools to cellphones to emergency cash to nutrition. We speak to five pros to find out what they keep in their pockets to power their rides.



**BIANCA HAW**  
PRO XC RACER FOR  
RED BULL

**LLAMA BARS** They are heaven on earth. I have to force myself to save them for the actual ride instead of eating them before I leave. They're dairy- and gluten-free nougat.

**MIXED NUTS (BECAUSE LIFE'S TOO SHORT FOR THE SAME NUTS)** I used to have gels, but they're used up so quickly; there's not much fun in them. With nuts you have some time to chew, which is entertaining on those long and sometimes tedious rides. They're also good for protein and essential fatty acids.



**LUTHANDO KAKA**  
BONITAS CYCLING TEAM CAPTAIN

**BIOGEN ENERGY NOUGAT BARS** Apart from tasting great, they also have added vitamins and minerals to boost energy levels for both long and short rides. One of these bars takes me a long way on my rides.

**NUTELLA AND BANANA SANDWICH** I'll have one of these during long training rides and races, just to top up carbs and energy levels. During a 150km ride I usually eat the sandwich by the 100th km.



**ALAN HATHERLY**  
PRO MTB RACER FOR KARGO PRO MTB TEAM

**RICE CAKES** These are a high-carb food source, allowing for all sorts of toppings to suit your needs, such as banana, nuts, honey and berries. I suggest wrapping them in tinfoil to make carrying them easier.

**GELS** Gels are good if you're about to bonk – they'll help you avoid the problem quickly. The cool thing about gels is that they're semi-liquid, and offer various options – such as a high caffeine content, which gives you an even bigger boost.







## NICO PFITZENMAIER

PRO RACER FOR TEAM DORMA SA

**ENERGY RACE BALLS** I make my own superfood energy balls, which are nutrient-rich and easy to absorb, and provide sustainable energy. I dry-blend dates, almonds, goji berries, chia seeds, ground cinnamon (for blood-sugar control), raw cacao, lucuma, baobab powder, and coconut oil.

**SPIRULINA TABLETS (ALGAE)** These are supercharged with alkalising minerals, which help to buffer the lactic acid. Spirulina also has the highest protein concentration by dry mass (70%) – beef has only 35%. Spirulina has endless health- and endurance-enhancing benefits.



## MARISKE STRAUSS

PRO MTB RACER FOR ORANGE MONKEY  
PRO MTB TEAM

**HOMEMADE DATE BALLS** These consist mostly of dates and nuts, and are a great source of energy, and potassium (which helps with cramping) and iron. The nuts provide protein and oils, to keep your tank full.

**BOILED EGG** If I feel adventurous (and depending on how long my ride is), I'll wrap a boiled egg in tinfoil. I sprinkle it with some salt for that extra bit of sodium. **B**



# High Society

BY DR JEROEN SWART

**Q** I'VE BEEN READING ALL THESE ALLEGATIONS OF DOPING IN CYCLING, AND WANT TO KNOW WHAT THE ANTI-DOPING GUYS ARE DOING ABOUT IT. – *Dave, Claremont*



**A** Since the dawn of competition, athletes have used nefarious techniques to win. The earliest examples of doping hark back to the 19th century, when ultra-endurance foot races were the fashion. In these events, sometimes over 800km, athletes relied on concoctions of alcohol, barbiturates, opioids and even strychnine (a poison) to ward off pain and fatigue.

The end of the 19th century saw the rise of six-day cycling races – in which riders used cocaine and nitroglycerine, a vasodilator used to treat angina but which was said to improve breathing. On these, riders could compete to the point of hallucination (One rider stopped in an event, saying: “I cannot go on... there is a man chasing me with a knife in his hand!”)

The 1930s witnessed the dawn of the ‘amphetamine era’, and the 1960s saw anabolic steroids become the drug of choice in many sports.

Anabolic agents improve performance in explosive events by up to 15%, and throwing, jumping and lifting records were broken at almost every event. A survey of the athletes

of the 1984 Olympic Games revealed that 70% of them had used anabolic steroids at some point in their career.

In endurance sports, corticosteroids became popular; later, blood doping (withdrawing your blood and re-infusing it, to boost your oxygen-carrying capacity) became de rigeur. The development of the drug EPO in the early 90s led to massive increases in performance – as well as many deaths, due to the formation of blood clots in athletes whose red-cell counts were so high, their blood thickened to the point that it clotted spontaneously. Pro cyclists would wake up at 2am and exercise on stationary trainers, increasing their heart rates, to prevent these deadly clots.

In 2008 WADA introduced the biological passport, which takes a series of blood samples from an athlete over the course of a year or more. Through a mathematical model known as Bayesian statistics, the range of blood values that are considered normal for that athlete is progressively narrowed down.

Blood values falling outside the predicted normal range indicate that there may have

been a doping infraction, or a medical problem. The rider is then targeted with random tests, often conducted at night (hopefully, in the short window period that the drug is detectable), in a bid to detect the prohibited substance.

If the passport data is sufficiently abnormal, the doping control panel could pursue a ‘non-analytical positive’, which can result in a suspension without the need to have detected the actual prohibited substance.

Although it’s possible for athletes to use smaller doses of prohibited substances (micro-dosing) and remain undetected, the advantage gained (1 or 2 per cent) is so small that clean athletes compete on an almost equal footing. These decreased returns and the increased risk of getting caught have resulted in doping decreasing to probably the lowest levels in the history of cycling.

There will always be athletes who continue to seek an advantage by whatever means they can; as a result, we will never eradicate doping entirely. We can only seek to control it by more sophisticated means, and make the playing field as even as possible for those who don’t cheat. **B**

DOCTOR'S ORDERS



Dr Jeroen Swart is a sports physician and exercise physiologist at the Sports Science Institute of South Africa.

## HOOR POWER

The recent flurry of hour record attempts has left many wondering just how far the record can be pushed. Eddy Merckx set what seemed like an unbeatable distance of 49.43km in 1972. Then the aerodynamic age saw the record distance pushed upwards – until the UCI banished all aerodynamic aids, and the record reverted to Merckx. In 2014 the UCI allowed some aerodynamic aids. A flurry of attempts culminated in Bradley Wiggins’ 54.53km record this year. Human performance and technology advance incrementally, and even within the constraints of the UCI’s rules, a distance of over 57km is not impossible.


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# DRINKING GAMES

Don't fall for the hype – here's the straight talk on why it's never been simpler to stay hydrated on the bike

BY SELENE YEAGER



## WHY YOU NEED TO DRINK

The goal of hydration is to maintain enough blood volume to do two things: keep your muscles working, and produce sweat to stay cool. If you lose too much water, your blood becomes too thick to do either, and you slow down.

## REHYDRATE STAT

If you're just drinking when you're thirsty, you'll probably finish a long, hard ride dehydrated. So rehydrate as soon as possible when you're done, to help speed recovery. A recovery drink works, but so does water and hydrating foods like yoghurt and fruit.



## JUST ADD ICE

Cold fluids absorb heat and help keep your core body temperature cooler, allowing you to ride harder for longer (13 per cent longer, according to one study) in hot weather. Plus, they feel good going down and lift your spirits, which improves performance too.



## STOP COUNTING CUPS

You're hydrated if:

1. You're peeing regularly
2. Your urine is pale
3. Your skin springs back after being pinched

## MYTH TO AVOID CRAMPS, DRINK ELECTROLYTES

### BUSTED

A sports drink probably won't ease the pain. Newer research shows that if you're cramping, it may not be from dehydration; it's more likely to be due to fatigue and overexertion for your fitness level, and you need to back off the intensity.

## THE EVOLUTION OF SIPPING GUIDANCE

### BEFORE WEIGH YOUR SWEAT LOSS

The old line of thinking was that athletes should limit sweat loss during exercise to less than 2 per cent of body weight – 1.5kg for a 70kg cyclist – in order to prevent performance-hampering dehydration.

### THEN DRINK TO THIRST

Research published in 2011 led to a newer rule, which was simply to drink when you feel thirsty.

### NOW DON'T OVERTHINK IT

A 2014 study reported that ultra-endurance cyclists who drank whenever and however much they wanted did just as well as those who were instructed to sip according to thirst. In other words, you don't have to constantly worry about homing in on thirst sensations. As Forrest Gump put it, "That's good. One less thing."

# HYPOTONIC

(hī'pō-tōn'ik) adj. A fancy way of saying that a drink has slightly lower sugar and electrolyte content than your body fluid, so that your cells absorb it faster than they do plain water. Look for drink mixes that range from 3 to 6 per cent carbohydrate content (like Nuun PLUS, and GU). If you want more kilojoules, you can go up to 8 per cent.



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**PHAT** OF A VERY HIGH STANDARD OR QUALITY (SLANG), EG 'THAT'S A PHAT BIKE'. – MSN ONLINE DICTIONARY

# Cops Hard On Nude Rider

OFFICIALS TEAR A STRIP OFF CYCLIST WHO ARRIVED AT A NAKED EVENT WITH AN OVER-INFLATED TOP TUBE.



**T**

HE BIGGEST STORY IN CYCLING OVER THE LAST FEW MONTHS WAS NOT WHO'D WON THE GIRO, WHETHER LANCE WILL SOON

BE BROKE AFTER HIS \$100M LAWSUIT, or the legality of the bike Brad Wiggins rode to break the hour record. It was about a man, a naked man, arriving at a naked bike race in Kent with more blood in one appendage than the organisers liked.

The naked man was immediately taken to one side by the organisers, who said, to put it politely, that his top tube was not UCI-legal. The police gave him a warning. *Cycling Weekly* reported it thus, no doubt with tongue firmly in cheek: "Organisers of the World Naked Bike Ride event defended their stiff punishment by insisting they do not accept such behaviour." Stiff punishment, indeed. He was kicked out and told to put his jeans back on.

Happens all the time; a man making something out of nothing.

An Austrian design student in Vienna has taken that concept one step further, and has used his bike to make water out of thin air. His product "uses the air's moisture to fill a water bottle attached to a bike, but he has higher hopes than just fuelling bike riders travelling long distances: he hopes his invention can someday provide water in areas that have shortages or polluted

sources," reported the Plaid Zebra website.

"Kristof Retezár, who attends the University of Applied Arts, has named his contraption 'Fontus' after the Roman god of springs and wells. Retezár formulated his invention in an unlikely place: his bathroom," they continued. The bathroom is where the man with the enlarged top tube at the naked ride should have detained himself until he was in peak riding condition.

"Since Vienna doesn't have the right climate – condensation is most easily created when the air is 20 degrees Celsius with at least 50 per cent humidity – Retezár created the perfect environment in his own bathroom. Fontus is currently in the prototype stage. Retezár and his partner are hoping to raise funds for further development through crowdfunding and investors. Mass production will wait until

excitement of that young man.

"Fontus uses the scientific process of thermoelectric cooling, which involves heat moving from one vessel to another. In order to turn into water, air must be hot and humid, and then cooled. Fontus has a 'Peltier Element', which is separated into two and uses electricity to cool the top part down while also heating the bottom part.

"Retezár sees his invention working on lengthy bike rides where people don't have access to water, but he has a more altruistic hope: Fontus could help solve the world's growing problem of water scarcity." Never mind that. This could solve the problem of having to go back to the team car to get bottles during the Tour de France. Put one bottle on the bike and ride hard all day during the race, and surely a top pro could produce his own water.

The prototype cost a mere \$40 to construct, and can produce half a litre of water in an hour. An invention that could change the world, just as cycling has changed the world. The bicycle is the greatest invention of them all, the simple double triangle. There are other inventions that the young man from Kent could use – cycling shorts, chamois cream... er... hang on, maybe not.

A limerick to end: "There was a young man from Kent, who had a bit that was unbent. The cops had a word, he'd offended a bird, and to his home he was sent." **B**


**“ An invention that could change the world, just as cycling has changed the world. ”**

they've perfected the technology. One major flaw is that Fontus won't work in cities because the air is not clean enough, and it needs to be able to purify the air." Kent must have some dirty cities, then, considering the state of





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# JASON LIND'S SANTA CRUZ TALLBOY C

WORDS: OLI MUNNIK | PHOTO: JAMES GARAGHTY



Olympic Cycles, family-owned since it opened in 1936, is a household name among Cape Town's cycling community. Jason Lind took over the day-to-day running of the business in 2006, and is passionate about getting more people on the right bikes with the right equipment. So if you owned a bike shop, what bike would you choose? And how would you fine-tune an already superb ride?

FOLLOW JASON LIND ON INSTAGRAM @OLYMPICCYCLES

## PARTS

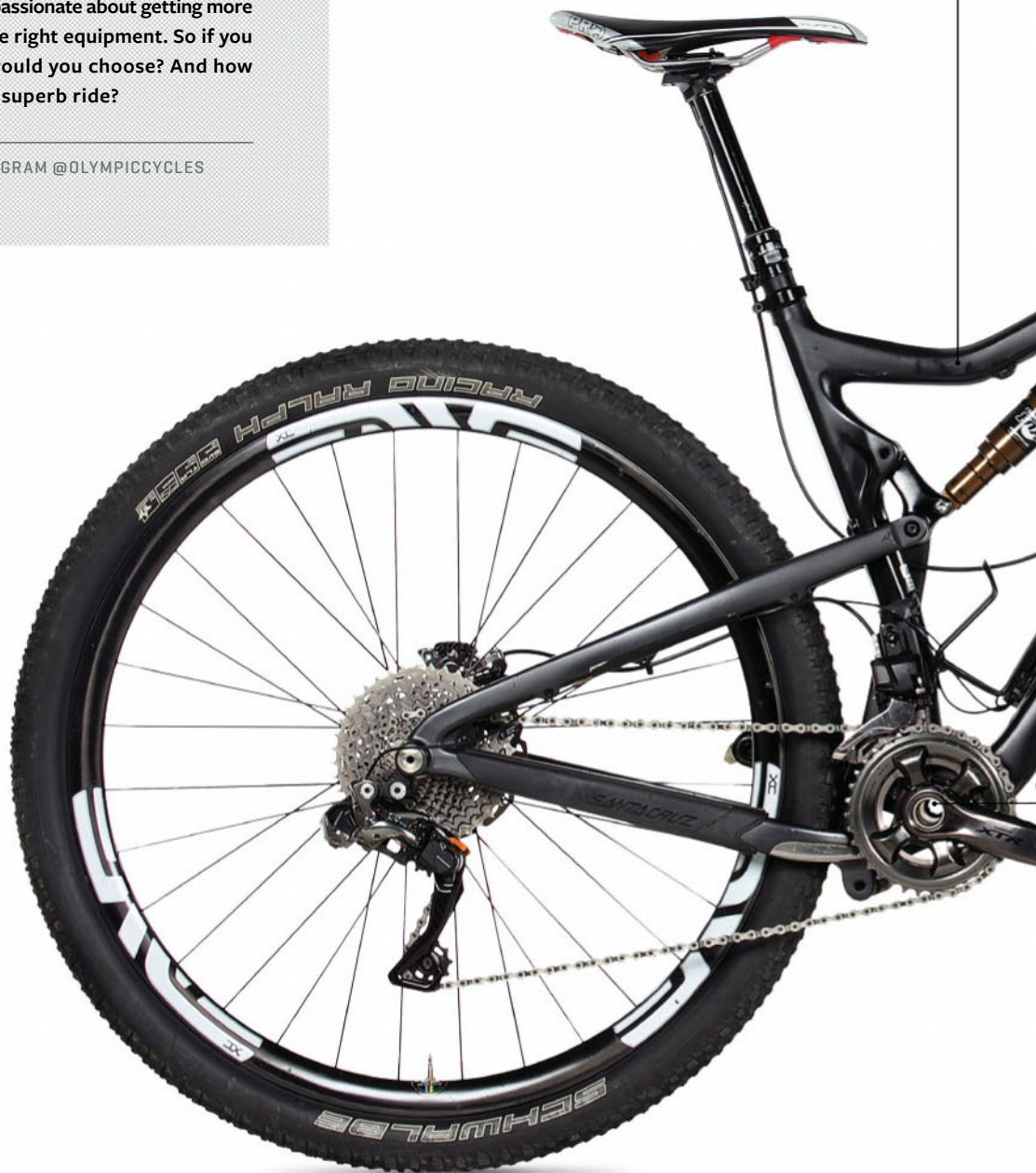
Complementing the XTR drivetrain is an XTR brakeset, with Ice-Tech brake pads and rotors (180mm up front and 160mm at the rear) that enhance performance by improving heat dissipation – especially on long descents, where brake fade is common. The levers are attached to a 720mm carbon Enve bar, that is itself attached to a 90mm Pro stem – Lind reduced to the 90mm stem from a 110mm to sharpen up the Tallboy's handling. When the terrain frightens him, a death grip is possible thanks to a set of ESI silicone grips. Pedals are Time, and saddle Pro Turnix.

The final piece of kit on Lind's Tallboy C is an externally-routed RockShox Reverb, which comes in handy when the terrain points downwards.

## FRAME

"The most versatile bike I've ever ridden" is how Lind describes his 2014 carbon Santa Cruz Tallboy C. Having signed up for the Cape Epic towards the end of 2014, Lind was on the lookout for a dual-suspension 29er that was fast, and – more importantly – comfortable enough for him to spend a full day pedalling without being in a world of pain. His search led ultimately to the Tallboy C, which he says is "a fun *and* fast bike to ride", thanks to its Virtual Pivot Point (VPP) suspension system. VPP provides a stable, efficient platform for pedalling that activates when the terrain gets rough – the perfect balance for marathon-type riding.

A Fox RP32 rear shock with Kashima coating ensures the Tallboy's 100mm of rear travel is silky smooth; while up front, Lind runs a 120mm RockShox Reba.





## DRIVETRAIN

Hello, Shimano XTR Di2! Lind absolutely raves about his electronic drivetrain; it shifts flawlessly every time, and (despite people's fears) doesn't run out of juice midway through a ride – unless of course *you* forget to recharge it. Gearing up for the Epic, Lind moved away from his 1x11 set-up, opting for this 2x11 configuration featuring an 11-40T XTR 'rhythm step' cassette and 26/36T XTR crankset. The streamlined battery is externally mounted alongside the bottle cage, and an XTR chain and BB complete the package.

Interestingly, instead of Syncro Shift he's chosen to run dual shift levers, which allow the front derailleur to shift independently. Lind cites the desire for more control as his reason for wanting both levers – though he did say that if he were racing more frequently, he'd opt for Syncro Shift to do the 'thinking' for him. As for the '1x or 2x' debate, he jokes that he and his Cape Epic partner needed the full range of gears, because they were in the saddle an average of seven hours a day!

## WHEELS AND TYRES

Lind carves up the singletrack on a drool-worthy wheelset that sees a set of carbon Enve XC rims laced to a pair of beautiful cherry-red Chris King hubs. He's not fazed by his rims being a few years old, saying they've served him well, always offering reliable performance.

As for tyres, he's chosen a more aggressive front tyre to improve traction, especially when turning – he runs a Schwalbe Nobby Nic up front, and a Racing Ralph at the back. Both are 29x2.25" and feature Schwalbe's Snakeskin sidewall protection – an absolute must in South Africa. The Enve XC's 24mm internal width improves the performance of both tyres by optimising their volume, and thereby maximising their contact patch.

Lind runs Sludge sealant, and is proud to say he suffered a total of zero punctures during the 2015 Cape Epic. **B**







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# SPRING TRAINING GUIDE

COMPILED AND EDITED BY  
ANDRÉ VALENTINE

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# Get Set

BY MARK CARROLL

SPRING MARKS THE START OF RACE SEASON – AND WE KNOW YOU WANT TO FIND EXTRA FORM, MAXIMISE PERFORMANCE, AND SPEED UP RECOVERY.

**Q/A** My threshold has improved, and I've focused my training on hills, especially longer, 10-minute hills; but 30 minutes into a hard race, I start running out of legs. I can't keep up with the repeated high-intensity efforts, and end up being dropped on climbs. Has everyone else improved more than me, or am I doing something wrong in training?

It seems, with your long hill repeats, that your 'intensity' training has been too heavily skewed at threshold output, leading to a detrained anaerobic engine. Racing is characterised by a high volume of repeated short, high-intensity efforts, typically of 30 seconds to three minutes. This happens in attacks, and in short, punchy climbs. Training must include this type of repeated high intensity, to bring sharpness to your racing and improve your capacity to recover from high-intensity efforts. Ease

up on the threshold intervals, and add in two sessions of high-intensity training per week:

*Session example 1:* 20-30 seconds near-all-out sprint efforts, with 30-40 seconds easy pedal between each. Repeat 8-12 times.

*Session example 2:* 4 to 12 repeats, 1- to 3-minute intervals. You can do 12x1min on a session, and 4x3min on another session. Each interval must be evenly paced.

*Session example 3:* Find a steep hill that takes 2 minutes to climb, and prepare for 5 to 8 repeats. Start at an uncomfortable 60-70rpm for the first minute; as you begin the second minute, lift the cadence to 95rpm, push your limits, and climb in and out of the saddle.

**I race most weekends, and was wondering what's best for recovery: stay off the bike altogether, or do a recovery ride?**

I recommend a recovery ride the following day of around 60

minutes, rather than complete days off. An easy ride increases blood flow to the legs, speeding recovery, repairing tissue damage from hard racing, and removing that 'heavy legs' feeling.

**I race in the 40+ age group. Should my training change, due to my age? And should I be looking at longer recovery periods, like a full week off following a hard training block?**

The one important change to make is to include a gym strength programme in your training. Focus on functional strength, training your stabiliser muscles, balance and co-ordination, and include explosive leg exercises, single-leg exercises, and heavy lifts of 6-8 repetitions.

A full rest week will lead to loss of fitness and performance. You'd do better to include micro breaks of two to three days more frequently in your training blocks. **B**

THE COACH



Mark Carroll owns Cadence Cycling Performance & chairs the CSA Coaching Commission.

## ALL OUT

My races are 'full gas' from the start, and I often get dropped. What can I do to prepare better for the start? You can beat riders who are fitter than you just by warming up thoroughly, if their warm-up is the typical ride from the car to the start. There's no exact science to the warm-up, but logically you need an initial gentle warm-up of the leg muscles and the respiratory diaphragm muscles. Then, short, hard bursts will open up the flow to the muscles, and activate the firing of fast- and slow-twitch muscles.

### HERE'S A SAFE WARM-UP:

- ▶ **5 MINUTES**  
EASY PEDALLING
- ▶ **5 MINUTES**  
BUILDING INTENSITY, UNTIL THE FINAL MINUTE IS ABOUT 80% OF MAX HEART RATE
- ▶ **5 MINUTES**  
EASY PEDALLING
- ▶ **30-SECOND BURST**  
BUT NOT FLAT OUT
- ▶ **2 MINUTES**  
EASY PEDALLING
- ▶ **30-SECOND BURST**  
BUT NOT FLAT OUT
- ▶ **5 MINUTES**  
EASY PEDALLING





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Photo: Sam Wiebe



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# GET OFF YOUR ASS

How to train for explosive, out-of-the-saddle power

BY A.C. SHILTON

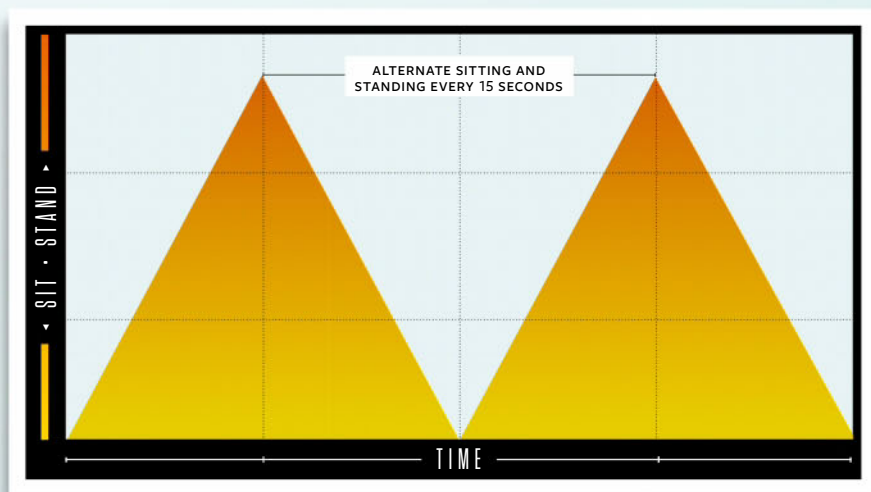
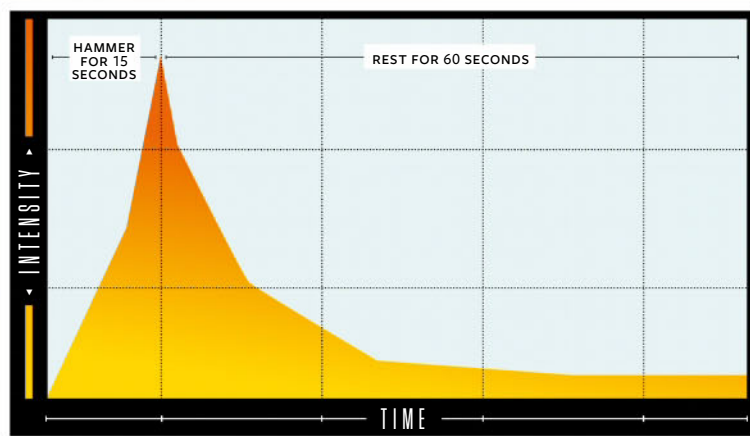
**SOMETIMES YOU JUST** need to stand up mid-ride to give your – ahem – ‘fleshy bits’ a break. But beyond restoring blood flow, there are performance advantages to letting your butt take five. Getting out of the saddle shifts your weight further forward over the pedals, giving you more leverage on a climb, says cycling performance coach Frank Overton. “It also helps you maintain a higher rhythm, and therefore power output.” His rule: if your cadence while seated drops to the point at which you’re grinding along at a 1990s slow-jam pace, it’s better to stand.

You’ll need to train for this, because pedalling out of the saddle engages your upper body and taxes your quads more than when you’re seated, says exercise physiologist Stephen McGregor. To stand and deliver big results this spring, incorporate these two workouts into your riding.

## STANDING-START SPRINTS

**DO THIS IF** → YOU GET GAPPED WHEN THE GROUP SPRINTS OUT OF CORNERS

Shift into a high gear (it should feel hard for the first few seconds) and come to a slow roll or a track stand. Get out of the saddle and hammer on the pedals as hard as you can for 15 seconds (avoid the temptation to go any longer), shifting through your gears to increase the resistance gradually so that you accelerate during the entire effort. Then rest for 60 seconds, recovering fully. Do two sets of 4 x 10 seconds, with five full minutes of rest between sets.



## IN-AND-OUT DO THIS IF → YOU TEND TO SIT AND GRIND TOO LONG ON CLIMBS

Find a hill that takes about 10 minutes to climb, with a grade that’s not too steep – you should be able to pedal while seated and standing, without blowing up. As you climb, alternate sitting down and getting out of the saddle every 15 seconds. When you get up, you’ll probably need to shift to a harder gear to maintain an efficient cadence. When you sit, feel free to take that extra gear off, keeping your rpm at the higher, out-of-the-saddle rate. Do two reps of this 10-minute climb. Citizens of Flatlandia: Try this drill on the trainer by shifting to a big gear and holding your power or effort level (aim for between 6 and 8 on an effort scale of 1 to 10) steady as you stand and sit.

**Q/A** **Oops, I signed up for an epic climbing event this summer. But I’m a flatlander! How do**

**I prepare for the mountains?**

Despite living in a flat area, professional triathlete and coach Aubrey Aldy regularly races hilly Ironman events, and says wind can be one of your greatest allies (for once!) in the quest to replicate climbing conditions. Aldy’s drill: Figure out what direction the wind is coming from and ride 3km intervals into it at between 60 and 70 rpm, with a long recovery of 3-5km of easy spinning. Repeat three or four times. If the wind isn’t blowing, Aldy says he just hops on his indoor trainer for this workout: a 20- to 30-minute warm-up, followed by 8 x 1-minute intervals at 50 to 60 rpm and 125 per cent of threshold power (it should feel like an 8 on an effort scale of 1 to 10). Spin easy for four minutes between each interval.



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#### LATERAL LUNGE

Stand with your feet side by side and step wide with your right foot, keeping it parallel to your left. Bend your right knee and lower your bum, shifting weight onto your right heel. Push off your right foot to return to standing and repeat with your left leg. Go slow and steady, alternating legs for 90 seconds.

#### SINGLE-LEG TOUCHDOWN

Stand with your feet hip-width apart. Raise your right foot and bring it straight back while bending forward at the hips until your leg and back are parallel to the floor. Reach down with your left hand to touch the floor. Return to start and repeat for 45 seconds, then work the other side.

#### BIRD-DOG

Start on your hands and knees with your back flat and arms straight. Extend your right arm and left leg until they're parallel to the floor. Maintain

a flat back, level hips, and focus on pulling your belly button towards your spine. Return to all fours, then switch. Continue for 90 seconds.

#### PLANK

Begin on your stomach with legs extended, toes on the floor. Place your elbows below your shoulders with your forearms on the ground. Press into your elbows and toes, lifting your body until it's parallel to the floor. Hold for 15 seconds, then return to the prone position. Rest for five seconds. Do five reps.

#### SWIMMER

Lie on your stomach with your arms and legs outstretched, slightly above the floor. Slowly raise your left arm and right leg about 25cm, then lower and work the opposite limbs. Continue for 30 seconds. Rest for 15 seconds. Repeat for a total of four sets. **B**



## TIGHT SQUEEZE

Hollywood stuntwoman, personal trainer, and spinning instructor Kym Peretto has an attitude that's as fierce as her physique. Her intense, no-nonsense workouts attract A-list celebrities, including Madonna, Lady Gaga, and Jake Gyllenhaal. But as a contestant on last season's *Amazing Race*, the 30-year-old Peretto rarely had time to hit the gym. Instead, she relied on this 10-minute, do-anywhere workout that focuses on core and leg strength. "It improves speed and endurance on the bike," says Peretto. Warm up with a couple of jumping jacks or light stretching, and move quickly between the moves without resting. —STEPHEN KRCMAR





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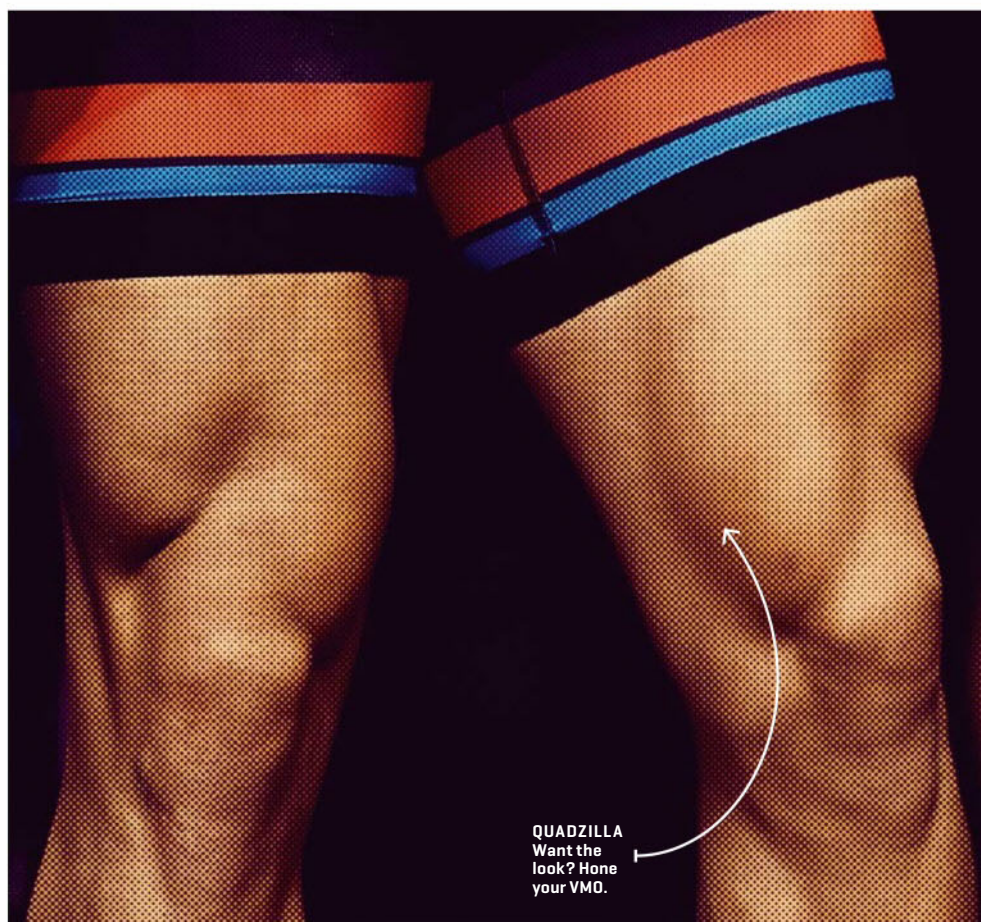
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# VMO FTW!

This chiselled muscle is an unmistakable mark of the fittest, most dedicated cyclists. Here's how to strengthen yours – and get enviable quads in the process. **BY WHIT YOST**

**THERE ARE QUADS. THEN THERE ARE CYCLING QUADS.** And of the four muscles that make up the quadriceps, the one that's come to signify the strongest, hardest-working riders – and the one that routinely turns heads on your rides – is the teardrop-shaped bulge just above the knee called the vastus medialis oblique: VMO for short.

Though muscle size and shape partly come down to genetics, there's hope for your 'second knee'. The muscle tends to get stronger in riders who remain seated more often and push bigger gears, says Mike Schultz, cycling coach and certified strength and conditioning specialist. This is because the muscle primarily engages in the 12-to-three o'clock phase of the pedal stroke, where you apply most of your downward power. But, he says, "All four quadriceps muscles are key in cycling. You want them *all* to be strong." Here's how to build quads that not only look good, but help you go faster, too.



## IN THE GYM ▶

Stand with your feet slightly wider than hip width.

Bend your knees until your thighs are parallel to the ground. Don't extend your knees past your toes. Return to standing. That's one rep; do 2 to 4 sets of 15 to 20, with 1 to 2 minutes of rest between sets. Start with no weight, to emphasise good form, then add free weights as you progress. Choose the heaviest weight that allows you to complete all the reps with proper form.



## ON THE BIKE ▶

Find a hill with a gentle grade – start with five per cent.

Stay seated and slowly grind your way up using as hard a gear as you can, while keeping your cadence above 60rpm. Do three 30-second intervals; gradually progress to five one-minute intervals. Recover for three minutes between each.



## AT WORK ▶

Place your back against a wall and bring your thighs

parallel to the ground – knees should be at a 90-degree angle, with your feet flat on the floor. Arms can be crossed or at your sides. Hold the squat for 30 to 60 seconds. Take a 30-second break. Repeat four to six times. **B**

ASK A TRAINER



**Q/A**

**I've heard that it's not good for cyclists to be too flexible. Does that mean I shouldn't stretch?**

There seems to be plenty of conflicting advice on this topic. Greg Lehman, a physiotherapist and a strength and conditioning specialist, says he isn't a fan of lots of stretching. However, he adds that recent research (including his own) shows that in the long term, stretching doesn't decrease performance. "Athletes who stretch tend to have a greater range of motion," he explains, "but there is no change in the stiffness of tendons." And tendon tautness is responsible for efficient energy storage and release. So if stretching makes you feel better and keeps you pain-free, go for it – and don't worry about power reduction.



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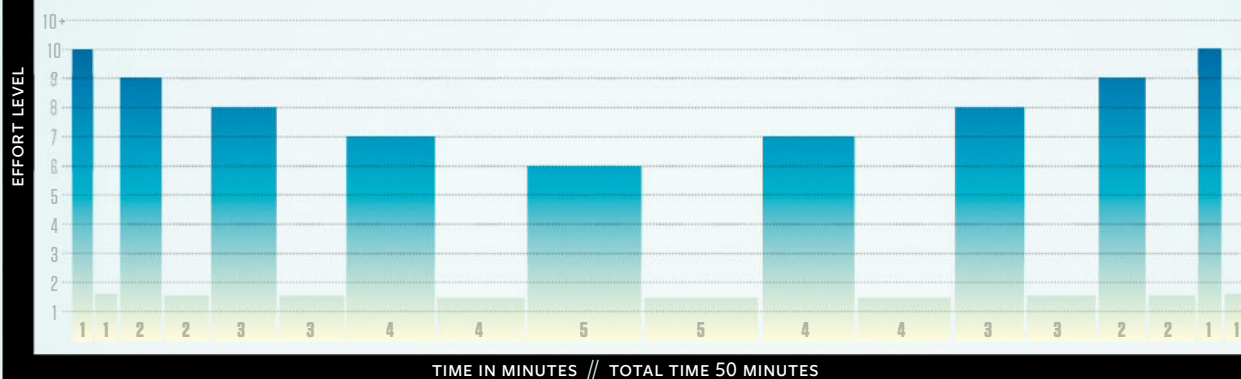
# GET CRAZY FAST!

Training should be hard; looking at a plan should not. Try these easy-to-follow, super-efficient pyramid intervals, and you'll be crushing it by summer.

BY SELENE YEAGER

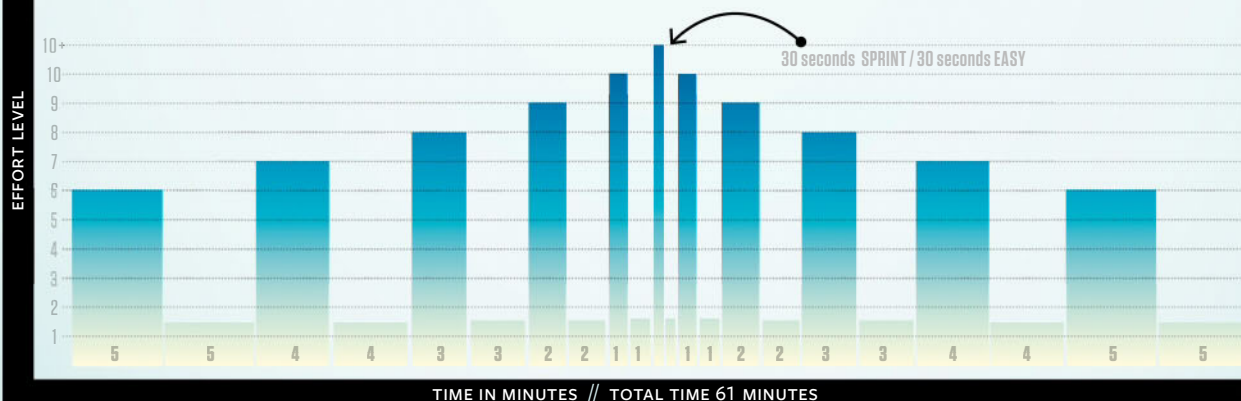
## SPRING-TRAINING PYRAMID

Get ready to work. This interval set starts hard and finishes hard. Do it once or twice a week for two to three weeks before moving on to the more challenging Peak-Form Pyramid below.



## PEAK-FORM PYRAMID

This workout starts with hard foundation efforts, moves up to all systems go, and then ratchets back to longer efforts. Try it once or twice a week.



### WHAT YOU NEED TO KNOW

Pyramid intervals gradually increase then decrease (or vice versa) the time you work at various effort levels within the same block. ■ For each one, warm up 10 to 15 minutes, and cool down for at least 10 minutes afterwards. ■ Important: Don't start so hard that you're forced to back off before the time is up (refer to the scale on the right).







# Crush Your First Race

**YOU'VE BEEN RIDING FOR A WHILE, AND YOU'RE ITCHING TO DO YOUR FIRST RACE.** This may seem simple – just pitch up, right? – but you have two big questions to answer: are you fit enough, and how exactly do you enter? The whole racing shebang can be daunting if you don't know what you're doing. We spoke to Science to Sport coach and exercise physiologist Ben Capostagno and Cape Town Cycle Tour Trust director David Bellairs for advice on how to relish your first race. – **ANDRÉ VALENTINE**

## 1 CATCH THE TRAIN

The best way to improve performance is through training. "A lighter bike will be easier to propel up the climbs, and a correct fuelling strategy will prevent you from running out of energy, but training is where the big changes lie," says Capostagno. Gradually progress your training load, and don't do anything too excessive – it will only put you off.

## 2 LESS ISN'T ALWAYS MORE

Important for novices is to increase training session frequency, says Capostagno. "If you're only riding two or three times a week, look at increasing to four or five. Two rest days is more than sufficient to allow your body to recover." And you don't have to spend three hours or more daily to improve. Only have an hour during the week? You can still put together a constructive session.

## 3 PLAY THE RACE CARD

According to Capostagno, new cyclists should look at participating in more events throughout the year. "You'll gain race experience, which will improve skills such as riding in a bunch, feeding on the bike and improved pacing strategies. The 'training' races need not be the same distance as your goal race. Shorter races can serve as a great training stimulus," he says.

## 4 GO ALL THE WAY

From a psychological perspective, get some long rides under your belt – do the race distance. "It's good to know what's coming for you and where you'll find the hills. Being familiar with the course will take the edge off," says Capostagno.

## 5 GET IN EARLY

Events have limited entries; you miss out if you're not quick. "The best way? Enter online: as soon as entries open, be online to enter," says Bellairs. "For the Cycle Tour, create a personal profile on the website before entries open; on the day they do, you've done half the job already." Many events use third-party entry points; your registration details are filed, so entering other events is simpler.

## 6 READ THE MANUAL

"Too many first-timers get lost and panic because they haven't read the instructions," says Bellairs. The instruction booklet holds important info about what to do, where to go and how to handle yourself at the start chutes. Bellairs suggests giving yourself an extra half-hour or more to get there. "With traffic and large numbers of people at cycling events, things may not go as smoothly as you planned."

## 7 A CLEAN SWEEP

A fear for many first-time racers is that they'll get stuck on the route with a mechanical, unable to get back to the start. Check if organisers have sweeper vehicles. "Most do, but make sure," says Bellairs. "At the Cycle Tour we have two: the mini sweep tours the route, picking up non-finishers and dropping them at a water point; then the mega sweep picks them up and takes them back to the start." **B**







# GRAN FONDO

## A GRAND TOUGH DO

**AMONG THE 9 000 RIDERS AT THIS YEAR'S MARATONA DLES DOLOMITES WERE RENS REZELMAN, THE WINNER OF THE ENERVIT *BICYCLING* COMPETITION, TESS MCLOUGHLIN FROM ENERVIT SA, AND *BICYCLING*'S OLI MUNNIK.**

The Maratona Dles Dolomites, held in the breathtakingly beautiful Italian Dolomites, is one of the most popular Gran Fondos. (A Gran Fondo is a one-day race for amateurs held on closed roads, and generally offers three route options, depending on your fitness level.)

The three opted for the long 'Maratona' route. Rens describes the Maratona Dles Dolomites as a gruelling event. "This is not a fun ride through some idyllic Italian countryside. Save those images for when you have a steel bike and you're pedalling under a Tuscan sky with a baguette and bottle of red wine in the front basket. Turn away from the flowing fields and vineyards, and cast your eyes northwards to the mountains. Big mountains. Start imagining images of snow-capped peaks, endless switchbacks, treacherous descents – and most importantly, the torturous climbs."

The 138km route's 4 230m of climbing was spread over seven climbs. The toughest was Passo Giau – a 9.9km climb with a lactic-acid-inducing average gradient of 9.3 per cent. As if Passo Giau wasn't enough, 5km from the finish the trio encountered the *mür dl giat* – the 'wall of the cat' – a 400m stretch that, at 19 per cent, feels like a vertical wall.

"From the loud cannon that sets you off, you're climbing. For ages," says Rens. "And then you're screaming down the other side of the slope – with white knuckles on the brakes, as you approach one of the hundreds of switchbacks you swoop into."

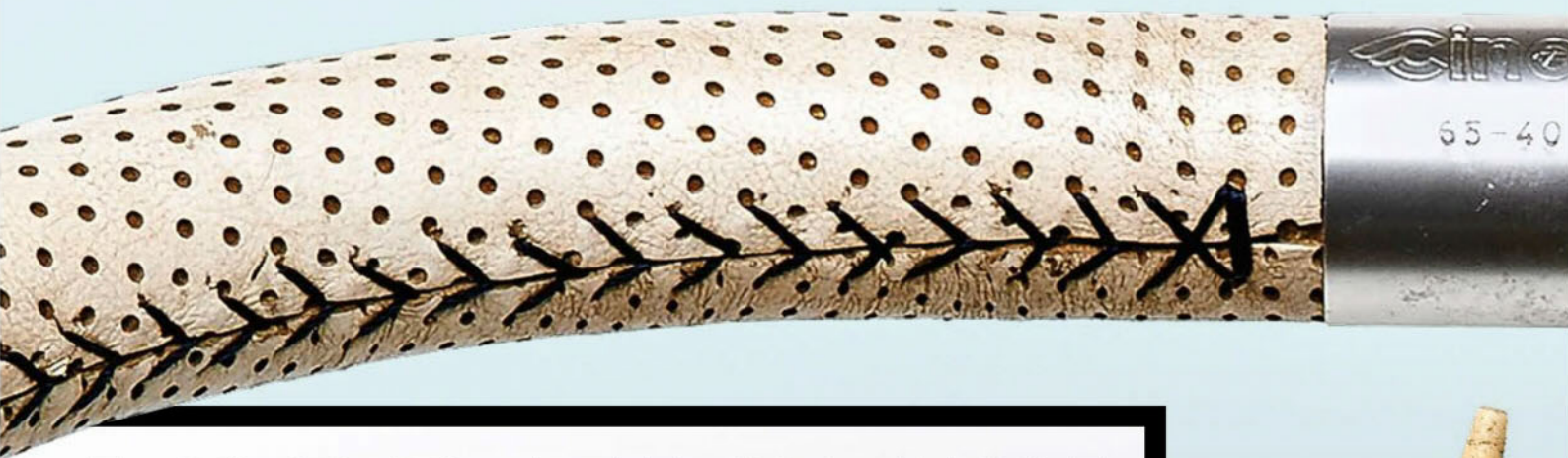
Enervit, an endurance sports nutritional supplement, is one of the primary sponsors of the Maratona Dles Dolomites, and provides a feed station at the summit of Passo Giau – without which our trio might not have finished!



***Science in Nutrition***

***Bicycling***  
SA'S BEST-SELLING CYCLING MAGAZINE





# LOGO-TASTIC!

Redesigning the *Bicycling* logo inspired us to stop and appreciate the evolution – and enduring power – of some of cycling's all-time great marques.

BY CHRIS KLIBOWITZ | PHOTOGRAPHY BY JOE GRAZIANO | STYLING BY CLAIRE TEDALDI FOR HALLEY RESOURCES



▼ Castelli's roots stretch to the 1940s, but the scorpion didn't appear until Maurizio Castelli took control in '74. Company representatives cite the then-popular Lacoste brand as an inspiration, as well as the rumor of a mistress born a Scorpio. Maurizio died of a heart attack while riding the Cipressa in '95, so the mystery endures.



▲ The centred, lettered cross was the Schwinn logo from the earliest days of the 120-year-old company, says Richard Schwinn, great-grandson of the founder. In 1938, to make a logo for its high-end Paramount line, the company removed the words from the cross and morphed the design into a sleeker icon that resembled a compass, which was then adopted by the entire brand.





◀ In 1979, new owner Antonio Colombo commissioned two renowned graphic designers, Bob Noorda and Italo Lupi, to create a departure from Cinelli's traditional Italian heraldic style. Lupi says the winged C was inspired by '50s British motorcycles, had absolutely no reference to cycling, and captured the postmodern aesthetic popular in Milan at the time.



◀ Tulio Campagnolo patented the quick-release in 1930, and more than 15 years after that, registered a logo featuring a winged wheel and QR skewer. In '53, he registered this rarer design, featuring a globe and script. Today, versions of the flying wheel or script are most often used to represent the legendary Italian component company.



▶ In 1971, Cannondale founder Joe Montgomery sent employee Peter Meyers to a phone booth to order telephone service for their still-unnamed company housed in a Connecticut barn. When asked for the name of the business, Meyers looked around and said the name of the train station he was at – one of the quirkiest origin stories of cycling, depicted in this no-longer-used logo.



► When Giorgio Andretta founded his clothing company in 1979, he named it after his newborn daughter, Giordana (who now works for the Italian apparel giant). A year later, her astrological sign, Sagittarius, inspired the centaur logo the company still uses.



▲ After a big-money designer bombed during the presentation of a jersey for Bernard Tapie's new La Vie Claire team in 1984, an intern stepped in and sketched this now-iconic pattern based on Piet Mondrian's art. Tapie liked it so much he also used it at his French pedal company Look, which now makes bikes, too, and still uses this, uh, look.

◀ Best known to the public for its automobiles, Peugeot began making bikes in 1830, and its teams scored 10 Tour de France wins from 1903 to 1983. The lion has been through numerous iterations. The one most associated with cycling dates to 1948, and is based on the family's coat of arms from the Franche-Comté region of France.







## CYCLE BRANDS ICONIC COLOURS

TOUR DE  
FRANCE

GIRO D'ITALIA

SHIMANO

BIANCHI

T-MOBILE

MOLTENI

RICHARD  
SACHS CYCLES  
(PRE-2013)

◀ Italian Ernesto Colnago founded his bike company in 1952, but didn't adopt his signature clover-shaped image until 1970, when his rider Michele Dancelli took a stirring, highly lauded victory at Milan-San Remo, which finishes in the 'City of Flowers'.

◀ Though greatest-racer-ever Eddy Merckx's own face served as a head-tube badge for the Colnago-made Molteni bikes he raced, after retiring in 1978 and starting his own brand two years later, he adopted this endearingly clunky, somehow totally Belgian design based on his initials. In 2009, the brand replaced it with a sleeker, more modern M.

▲ In 1995, employees who'd lost their jobs in the collapse of Somerville, Massachusetts's Fat City Cycles wanted to start a new company. Gary Mathis, an artist friend of the founders, actually helped them settle on a name when he showed them how Independent Fabrication could be incorporated into this instant-classic head-tube badge. **B**



# SPRAY THAT SCRAPE AWAY

Life's too hectic to worry about cuts and scrapes. Plus, if you fall and graze yourself in the middle of a group ride or halfway through a race, stopping to take care of it is a real inconvenience – and traditional plasters don't fit roasties!

## **Spray and go**

Just spritz Elastoplast's new Spray Plaster onto the wound. The antibacterial formula goes to work creating an instant transparent, protective film over your cut or scrape, no matter where it's located. It even sprays when upside down!

## **Stick with it**

The light film slowly disappears over time – so there's no changing a dressing every day. The protective layer keeps dirt and bacteria at bay. Think of it almost as a second skin – that's also healing you.

## **Convenient**

Tuck it into your saddle bag, desk drawer or gym bag – and never be caught without a plaster again!

We've got you covered so you can keep moving.

- ✓ No sticky mess
- ✓ Flexible/moves with your body
- ✓ Waterproof
- ✓ Breathable film aids natural healing
- ✓ 70 applications per bottle


**No. 1**  
First Aid  
Dressing  
in SA\*



**Elastoplast**

**A little bottle of sealing  
magic? Yes, please!**





LUNAR CYCLE: On 4 April  
Andrew Wheeldon logged  
his 384 403rd kilometre by  
bike – which is the distance  
from Earth to the moon.

# TO THE MOON AND BACK...

THERE'S A GROWING NUMBER OF CYCLING ADDICTS GOING TO GREAT LENGTHS FOR THEIR FIX. THEIR DRUG OF CHOICE IS NOT ILLEGAL – IT'S KILOMETRES. THEY RIDE BECAUSE OF THE ECSTASY OF PUSHING THE LIMIT. YOU CAN BE AN ENDURANCE CYCLIST TOO, WRITES **JONATHAN ANCER**... ALL YOU NEED IS TO *VASBYT*.

PHOTOGRAPHY **JAMES GARAGHTY & SUPPLIED**



**ANDREW WHEELDON IS THE ARMSTRONG OF SOUTH AFRICAN CYCLING... NO, NOT *THAT* ARMSTRONG; THE OTHER ONE – THE DUDE WHO WENT TO THE MOON. ANDREW HAS DONE ONE BETTER THAN NEIL, THOUGH – HE WENT TO THE MOON ON A BICYCLE. 🚲 IT TOOK APOLLO 11, TRAVELLING AT 40 234KM/H, JUST THREE DAYS TO GET THERE; BUT APOLLO 11 HAD ROCKET FUEL. EVERY SINGLE ONE OF ANDREW'S KILOMETRES WAS POWERED BY HIS OWN LEGS. IT TOOK HIM 31 YEARS, THREE MONTHS AND FOUR DAYS TO COMPLETE THE 384 403KM JOURNEY – AND HE'S GOT THE PAPERWORK TO PROVE IT. 🚲 ON 4 APRIL, BY THE LIGHT OF THE FULL MOON, A GROUP OF CYCLISTS MET HIM AT THE BASE OF CHAPMAN'S PEAK AND ACCOMPANIED HIM TO THE TOP, TO LOG THE FINAL 5KM OF ANDREW'S JOURNEY TO THE MOON. THAT LAST 5KM WAS ONE SMALL CYCLE FOR WHEELDON – ONE GIANT CYCLE FOR WHEELKIND.**

Now, this cycling activist and bike advocate is making his way back to Earth.

It all began for 50-year-old Andrew when he was 13. With a few Cape Town Cycle Tours under his belt, he decided to “get scientific about training”, he says.

“A friend, Lloyd Wright, suggested we document our rides. He said, 40km or more is a quality ride – don't do 5km rides, they don't do anything for you.”

On 1 January 1984, Andrew started to record his mileage – and he's logged every single ride since then. He became obsessed with the distance, growing with each ride. “Call it OCD, but it hooked me in. I hated putting down a zero in my book. It's about 11 400 days since I started recording – and I've ridden about 9 000 of them.”

He now captures his rides on a spreadsheet, and still hates filling in a zero. “I try to get in as many 40km rides as I can. My record for 40km is 325 in a year; only 40 days without a 40km ride.”

Andrew's longest riding streak is 523 days in a row. “I stopped at 523 because Eddy Merckx had 523 wins as a pro. I wanted to sit with Eddy on a number. The Cannibal was a great source of inspiration.”

The Armstrong moon landing – on 20 July 1969 – has extra-special

significance, because that's also the day Merckx won his first Tour de France – and not just any win: the 1969 event is still the only TDF in which a cyclist has won the general classification as well as the points and mountains classifications.

Andrew's record is not an accumulation of short rides – he's an ultra-distance rider, known to post Facebook status updates like: “Anyone up for a 235km ride tomorrow? Leaving Rondebosch at 7am.”

His daily record is 403km, which he rode to qualify for the Paris-Brest-Paris (PBP) race in 2011. “It was 403km instead of 400, because I got lost towards the end.” It took him 15 hours, at an average of about 27km/h. “You have to shut down. If you break it into bite-sized 50km chunks, it becomes more manageable. Thinking ‘I've only done 30km, I've got 370km to go’ will work against you mentally. It's a tough thing, and you've got to keep focused.”

After qualifying, he made his way to Paris for the PBP itself – a 1200km ride, all in one go.

Andrew wants to eclipse his moon record, and his next target is 400 000km (about 10 times around the Earth) by 31 December – an average of 55km a day. He hopes that his cycling will be a driving force in lobbying for cycle lanes, and





**THE WHEEL DEAL**  
Andrew Wheeldon says cycling  
inspires energy, thoughts and  
creativity, which is why he  
cycles every day.





## LONG-DISTANCE PACKING TIPS FROM BRUCE (HINT: LESS IS MORE)

According to Bruce Hughes, who is riding the Transcontinental, most competitors struggle to let go of the 'what if?' mindset; as a result, they over-pack for long-distance races. "We prefer to pack light and move quickly. As such, I will be riding with a single set of cycling kit. A thermal undertop and longs, a raincoat and a space blanket for emergencies. Most of the packing space is taken up by a mattress, sleeping bag and tent. However, we'll leave the tent, as we will be heading through Europe in the middle of their summer, and will look for motels. We will use the same bike-bags we used for the Tour Divide – a single saddle bag, a handlebar bag, and two top-tube bags. The rest will have to fit in back pockets."



### REVELATE 30-LITRE-CAPACITY BAG

- ▶ Sleeping bag
- ▶ Rain jacket
- ▶ Shorts
- ▶ T-shirt
- ▶ Fleece cycling top
- ▶ Electric gear  
(battery chargers, cables for lights, phone and camera)
- ▶ Medical aid kit  
(space blanket, lots of painkillers, pills for upset stomach, rehydration formula, and needle and thread)

### IN HIS CYCLING POCKETS

- ▶ Camera/phone
- ▶ Tools
- ▶ Puncture repair kit

### TOPEAK TOP TUBE BAGS

- ▶ Pop Tart
- ▶ 8 Snickers Bars
- ▶ Bank cards
- ▶ Passport

### REVELATE BAG

- ▶ Inflatable mattress
- ▶ Leg warmers
- ▶ Arm sleeves
- ▶ Buff
- ▶ Toothbrush (just the head)
- ▶ Small tub of sun block
- ▶ Small tub of chamois cream





**STARSTRUCK AND MOONSTRUCK**  
**TOP LEFT:** Andrew Wheeldon with his hero, cycling legend Eddy Merckx.  
**BOTTOM LEFT:** A page from Andrew's riding log, and **RIGHT:** Andrew's very own moonlanding this year.

will show other cyclists what can be achieved on a bike.

### **MORE AND (MUCH, MUCH) MORE**

Andrew is a 'streak cyclist' – someone who strings together as many consecutive days of cycling as possible, tracking his distances to beat his previous year's effort. He's just one of a growing number of cyclists addicted to sitting in the saddle for long stretches of time.

Cyclists like Nico Coetzee. Nico, a 33-year-old stockbroker and one of the organisers of the Tour de Boland, started cycling when his girlfriend was overseas for 18 months, and he needed something to kill time. He participated in as many cycling events as possible, aiming for 50 medals. Then 100. Then he started to look for longer rides.

"One evening in 2009, after numerous bottles of red wine, I declared: 'I will cycle from

Joburg to Cape Town'. A mate joined me for the 200km-a-day, nine-day journey. I only got a road bike three days before departure, as previously I'd only done MTB rides, so this was new. It was hot and windy, and there was no slipstream. My body wasn't used to it. But I pushed through, and this is one of my fondest cycling memories."

Then Nico saw a poster for the Trans Baviaans. "I just knew I had to do it."

In the run-up to the 24-hour mountain-biking marathon, he wanted to do some longer distances, and stumbled across the AudaxSA website ([audaxsa.co.za](http://audaxsa.co.za)) – the local chapter of a group of long-distance riders.

Nico entered the next Audax event – a 200km ride. "That was it. Hook. Line. Sinker," he says.

He remembers the euphoria of that first 200km ride. "There's a real sense of accomplishment.

And then you want more – and more. The 200km is like the gateway drug. After that you tackle the 300km; and once you've done the 600km, cycling will never be the same. Promise."

Nico says what makes ultra-distance cycling so addictive is that "you get to test yourself, to see how far you can go – it's definitely mind over matter".

He says every difficult situation you encounter just makes you stronger for the next ride. "The next time you're in a tough spot, you have the comfort of knowing you've experienced worse, and you will get through this as well," he says.

Nico tackles distances so long, even by car you'd need *padkos*. He's ridden four 600km rides – and one turned out to be 630km.

"I'm 113kg, so not exactly built like a typical cyclist – but I can cycle for long periods," he says.

His 600km rides were Audax

events – two in Johannesburg and two in Cape Town, all with a 40-hour time limit. "The Joburg events are considerably easier than the Cape Town ones, because in the Cape, we have mountains [*and we're not afraid to use them – Ed.*]. The reason the one ride was 630km was because I left my phone on a pass, and had to turn back to go and fetch it. All smiles..."

It's not always smiles. There is pain. And long-distance ailments, like your fingers going numb from pressing onto the handlebars. Neck pain. And, of course, saddle sores, which are a pain in the arse.

Nico and his friend Derek took strain towards the end of his 630km ride. "Coming into Rooi Els we were looking for pain pills, but found only restaurants, no pharmacies. We stopped for a draught. Luckily, the girl at the table next to us had Myprodols – manna from heaven. We bought her a milkshake to swop for two pills each, and washed them down with Castles. Ten minutes later, the pain disappeared. It felt like we were cycling on marshmallows. Unfortunately, half an hour after that we started shaking. Must have been the pills and beer on an empty stomach. We had to stop again to grab a pie."

**THE REASON THE ONE  
 RIDE WAS 630KM WAS  
 BECAUSE I LEFT MY PHONE  
 ON A PASS, AND HAD TO  
 TURN BACK TO GO  
 AND FETCH IT. ALL SMILES...**





## TAKING OFF

According to Nico, long-distance cycling is taking off in South Africa because “we’re a stubborn lot – if your mate has done something, you want to do the same”. He says the long-distance crowd is a bit older (read: ‘more experienced’) than you’d think. “Typically, younger people tend to give up easier. Older guys have experienced some hardship somewhere in life, and got through it, so they have the mental capacity to keep going.”

His preparation for the 600km events consisted of pasta the night before, and YouTube videos of Lewis Pugh and his North Pole swim, to remind himself that whatever he’s doing, someone else has already suffered more than he will.

Nico’s next suffer-fest is the PBP.

So, can anyone do a PBP? “For some it might be a stretch too far. But a 200km? Yes, definitely. And then you’re ready for the 300km. And then a 400km. And once you’ve done the 600km, your outlook on life changes. One guy did it first to prove to himself he could do it; but now he does it for his business. He says anything he encounters pales in comparison to the dedication it takes to suffer through these ultra events. It’s true. It toughens you up. These events are a rite of passage.”

From a rite of a passage to a ride of passage: while you’re reading this, 26-year-old candidate attorney Bruce Hughes and his 60-year-old father Charles are battling their way through the Transcontinental, a 4 300km race that started at midnight on 24 July.

“My involvement in ultra-endurance racing started after I realised I was too slow to compete in XC-format mountain biking; and too lazy to do hill repeats all week to make up for my lack of speed. I turned to marathons because I’ve always felt the ability to *vasbyt* was my strong point.”

After riding – and loving – the Trans Bavians, Bruce and his dad discussed tackling the Freedom Challenge as “a holiday” in 2013.

“Next thing I knew, we were on the start line – over-confident and under-prepared.”

Since then, Bruce’s list of ultra-endurance events has included racing across America in the Tour Divide, the Transkaroo, Everesting, and the Double Century Divide – in which a group of UCT students cycled

from Cape Town to Plett, then headed back to Swellendam to ride in the Double Century. And now, the Transcontinental: a self-supported race from Die Muur Van Geraardsbergen in Flanders, Belgium, to the border of Asia at the Bosphorus, Istanbul.

Riders plot their own route, and have 16 days to get to the finish. Along the way are four checkpoints: Mont Ventoux in France, Strada Del Assietta in Italy, Vukovar in Croatia, and Mount Lovcen in Montenegro.

The longest single day Bruce has completed is 312km, and the longest time he has spent on the bike is 18 hours, during last year’s ‘Everesting’.

So why does he do it? “Because ultra-endurance racing is highly addictive. Once you’ve learnt that your own perceived physical and mental limits are exactly that – perceived – the challenge of seeing how far you can extend those boundaries becomes a very real thing.”

And also, because Ricoffy.

“I like to think coffee connoisseurs will understand this. Once you’ve had properly brewed coffee, Ricoffy simply won’t cut the mustard.”

Bruce can’t imagine partnering with anyone other than his father. “The emotional roller coaster is intense, and most partners will clash irreparably at some point. Fortunately, my dad and I are similar. Neither of us likes to talk or be talked to when we race. We get into our own heads and stay there for the duration of the race.”

In the three and a half weeks of the Tour Divide, they probably said 100 words to each other, says Bruce. “It’s a comfortable silence. That’s not to say we don’t get grumpy with one another. However, we understand one another’s struggles, and hard feelings evaporate quickly. On the worst days, we sat down afterwards and talked it out. It’s like being in an intense marriage for three weeks. It’s all about learning to compromise.”

Although Bruce comes from a racing background, his father has taught him to ignore the competition – because in these races, you’re really only competing against yourself.

Charles, though, has had to learn to deal with his son’s mood swings. “When my sugar is low, I’m truly unpleasant to be around. Fortunately, he has almost limitless patience.”





# I MEANDERED ALONG DESERTS AND MISSIONED OVER MOUNTAINS, PAST LIONS AND ELEPHANTS.

**FAR OUT** – A collection of ultra cyclists. **FROM TOP LEFT, COUNTER-CLOCKWISE:** Bruce Hughes speeds through the countryside during the Tour Divide; and then stops for a breather. Nico Coetzee lifts his bike in triumph; and Keegan Longueira soaks up the tranquility on his way to breaking the 'Cairo to Cape by bicycle' record.

What has Bruce learnt about himself? “*Sloe*, that’s difficult. I’ve had incredible experiences. Long, cold, wet, tiring rides in the woods have taught me many small things. I know, for example, that I have an incredibly short fuse when my sugar is low. In that regard I’ve learnt a lot about my body and its needs; when it needs food, water, and a break.”

Bruce does not intend stopping at Transcontinental, and says he’s going to shift his goals from just completing the event to competing for the win.

## **RIDING FOR MILES (AND SMILES)**

Keegan Longueira decided to live up to the ‘Long’ in ‘Longueira’. The 24-year-old motivational speaker was flipping through the Guinness Book of World Records, and came across Robert Knol’s Cairo-to-Cape By Bike record. “I got out my calculator, and worked out how much he did a day; and decided I could do that, if I trained hard.”

So, on 2 January 2015 he climbed on his Gary Fisher bike in Cairo and headed east to the Red Sea, then west to the Nile.

Keegan meandered along deserts and missioned over mountains, past lions and elephants. He encountered aggressive soldiers, corrupt officials, and rock-throwing kids as he made his way into Sudan, Ethiopia, Kenya, Tanzania, Zambia and to Botswana. From Gaborone it was just a bunnyhop, skip and a jump home. He climbed off his bike two months later – a world record-holder.

Keegan also rode for charity. “I managed to secure R220 000 for Operation Smile, and kids’ lives will be changed forever,” he says.

Sadly for him, he held his world-record title for just two months, until Mark Beaumont – who took just 42 days for the 10 000km journey – snatched it away.

## **CYCLING KEEPS YOU GROUNDED**

Some cyclists ride ultra distances to find themselves, some do it for records, and some do it for charities – and some, like Andrew Wheeldon, do it because they know the sky’s not the limit.

Andrew gets a sense of achievement when he fills in his mileage; but, he says, what he is ultimately addicted to is the joy of cycling. “There’s no feeling like it: it inspires thoughts, energy and creativity, it’s euphoric. When I cycle, I have never felt more alive. I’ll be doing this when I’m 80 and beyond.”

Andrew loves cycling – to the moon and back, or anywhere else. For a cyclist who’s been to outer space, he’s very down to Earth. **B**

## **TAKE THIS ADVICE AND YOU’LL GO FAR**

**ANDREW WHEELDON** Build up distances slowly. Enter events, watch your nutrition, and set yourself goals. When it comes to choosing a bike for long distances, go for comfort and a bike that’s forgiving. I use less aggressive angles, have my handlebars slightly more raised, and use a heavier saddle. It doesn’t matter if your bike is heavier – you don’t have to tax yourself on climbs, you have to be able to sit on it for 15 hours. Err on the side of being slightly warm, because you can always strip off; but if you’re too cold, you lose energy. Take a second pair of shorts; your first pair will get saturated with sweat. After 12 hours, you’ll need a different chamois on your bum.

**NICO COETZEE** You can’t do this without a supporting family. My wife drove behind us at 25km/h for nine days from Joburg to Cape Town. Love her to bits. Riding with others makes it easier. Don’t take too much with you, but take proper food – sandwiches and bananas. A beer stop works a treat – the further you go, the nicer it is to have something to look forward to.

**BRUCE HUGHES** The best way to cope mentally is to break the distances down into smaller segments. Target certain distances or places, and set those as your snack breaks. Don’t think about the end of the day, the next day, and certainly not the finish. The hardest part is the sheer boredom of multiple 14-hour-plus days on a bike. By day three, you’ve run through all the thoughts you can think, and have sung all the songs you can sing. Nevertheless, choose songs with a fast beat, to keep the legs spinning. The first song is the most important, because it sets the tone for your ride.

**TO READ MORE ABOUT ANDREW AND NICO’S LONG-DISTANCE RIDES, GO TO [BICYCLING.CO.ZA/ULTRA](http://BICYCLING.CO.ZA/ULTRA)**

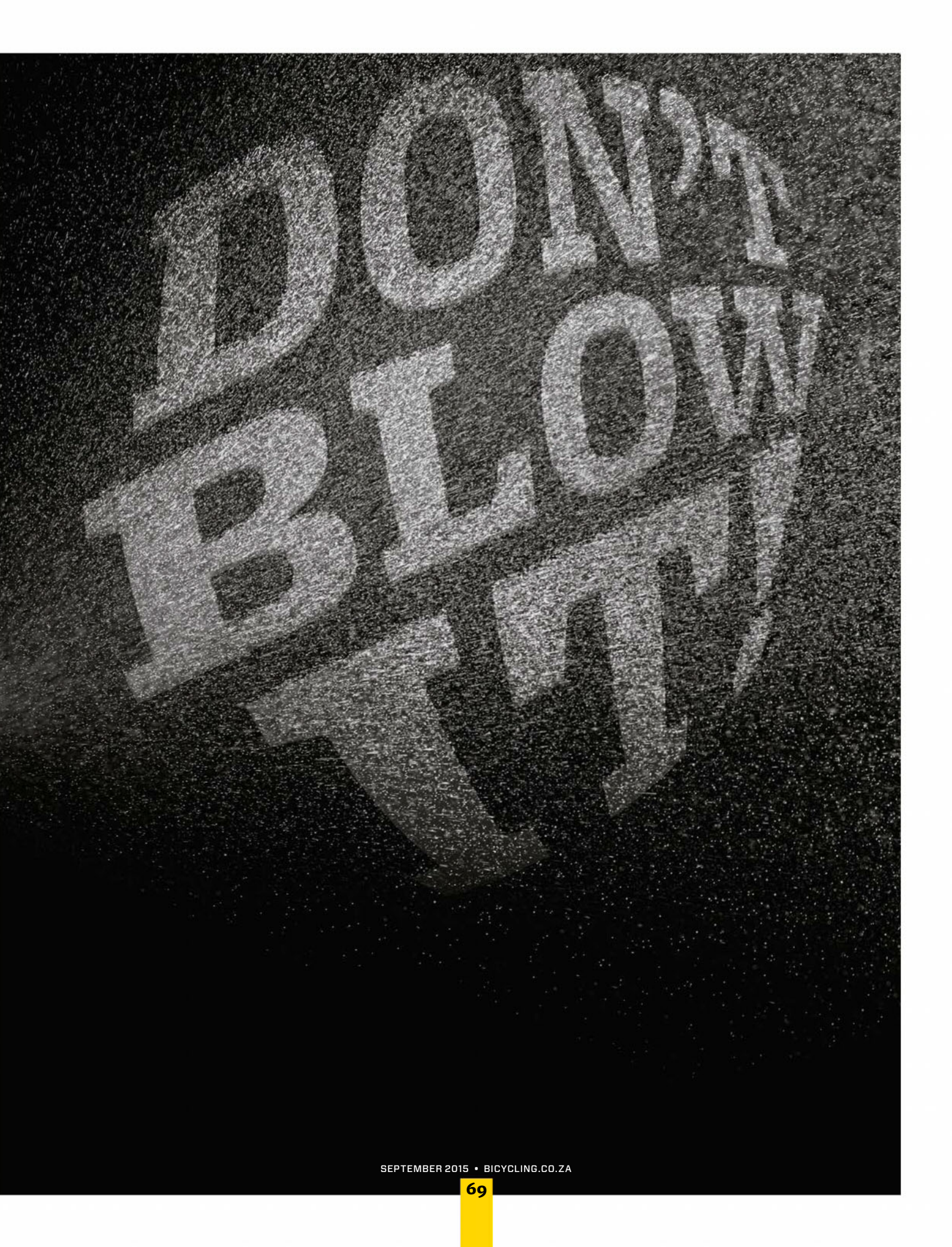


Why is this humble little cylinder so  
universally confounding? Here's how you can  
discover the secret to cartridge confidence.

BY GLORIA LIU • PHOTOGRAPHY BY CLINT BLOWERS









# I

I've been riding around with a secret.

Actually, I've been riding around with CO<sub>2</sub>. But until recently, I didn't know how to use it. (That's the secret.)

Let me be clear: I have fixed plenty of flats with a pump. I tried CO<sub>2</sub> – once. I was on a trail, alone, and it was my first time using the Genuine Innovations Profiate, which has a plastic trigger to control airflow. When I threaded the cartridge on, it punctured prematurely and started spewing icy froth. Startled, I dropped it on the ground, where it hissed like a snake as it released its precious contents into the air, then frosted over and went still. I had to walk my bike back to the car. When I got home, I tried to figure out what had gone wrong, but wasted two more cartridges without ending up any wiser. From then on, I carried a mini-pump whenever I rode alone.

But on group rides, I almost never saw any other



**“No longer  
would these  
metal and plastic  
thingamajigs cast  
a long shadow  
over my cycling  
psyche.”**

MITCH MANDEL





roadies carrying a pump, so I assumed everybody used CO<sub>2</sub>. And I was too embarrassed to explain that I couldn't figure it out. So when I rode with others, I just carried CO<sub>2</sub> and hoped that I wouldn't have to use it.

Somehow, my secret stayed safe.

Until one fateful group ride in February. I hit a small rock as I was going fast on a descent, and heard that *thup-thup-thup* noise. And my heart sank.

I pulled out my CO<sub>2</sub> inflator and studied it grimly. Why hadn't I ever just sat in my living room and practised with it? *Because I am an egotistical bastard who likes to think I am smart, so I avoid experiences that make me feel stupid. That's why.* Well, now I was about to feel stupid in front of four other people. Reluctantly, I admitted, "I've actually never fixed a flat with CO<sub>2</sub>."

"What?!" My riding companions stared at me, shocked. I was sure they were thinking: *You're always carrying! You should know this!* "Well, we're all here to witness your big moment," someone finally said.

I threaded the inflator onto the valve stem, threaded the cartridge onto the inflator, screwed it on tight, and...

Nothing happened.

I wiggled things around a bit, pressed the inflator to the valve with a little more oomph.

"Did you try loosening it a bit?" said one person.

I turned the cartridge a quarter turn anticlockwise. Still nothing.

"Try pressing there," suggested another. I pushed the little black button on the inflator.

To my surprise, everyone in the group – four of my colleagues, all veteran riders – looked mystified, too. A couple of them started to wander off. "I've never used this inflator before," someone else said. Another rider, who has led multiple cross-country bike tours, confessed, "I've never used CO<sub>2</sub> either.

## CO<sub>2</sub> FOR YOU

FIVE NO-FUSS INFLATORS THAT WILL GET YOU ROLLING AGAIN – FAST



### RYDER CO<sub>2</sub> PRO INFLATION KIT ►

Just thread the cartridge onto the adaptor until it stops, attach the adaptor head over the valve stem, and turn the release valve on the adaptor a quarter turn to start releasing air.

R189



### LEZYNE CONTROL DRIVE CO<sub>2</sub> ►

The valve adaptor fits directly onto both Schrader and Presta valves, while the control-drive twist operation gives you full control of how much CO<sub>2</sub> is released into the wheel.

R325



### CRANK BROTHERS STERLING CO<sub>2</sub> KIT ►

The Sterling CO<sub>2</sub> inflator kit features a secure, threaded trigger drive mechanism with a light-action spring – just fit it over the valve stem and push against the rim to depress the spring and inflate your tube.

R250



### RYDER CO<sub>2</sub> ADAPTOR ►

This is an easy to use CO<sub>2</sub> adaptor that fits on any canister. The placement of the air-release knob makes it easy to use, as it allows access from the other side of the wheel instead of through the spokes.

R125



### AIRACE TURBO MTB AND CO<sub>2</sub> PUMP ►

With two threads, this pump comes ready for anything. It performs the functions of a standard pump, but also has an extra thread for you to attach and use a CO<sub>2</sub> bomb.

R400

I always use a pump."

I ended up fixing the flat with my trusty mini-pump, and learned something important: It wasn't just me who got flustered in this situation, especially when using an unfamiliar device. Still, I'd had it: no longer would these metal and plastic thingamajigs cast a long shadow over my cycling psyche.

One Saturday afternoon, I sat on the floor of my living room with a coffee in one hand, a wheel in the other, and an army of CO<sub>2</sub> inflators spread out before me. I started with the least intimidating model and worked my way up to the most complex, inflating and deflating my tyre over and over again.

I had a few revelations. One, reading directions is key. Like many people, I'd always assumed I could 'just figure it out' when the time came. It turns out that following the simple instructions makes for a much smoother process – I wasted only two cartridges that afternoon. I also learned that some CO<sub>2</sub> inflators are just downright finicky. But staying calm enabled me to problem-solve and get every model to work – a lesson I'll remember on the roadside, too.

By the end of a few hours, I'd gone through 11 CO<sub>2</sub> inflators, 13 cartridges, two 23c road tubes, and I snapped a tyre lever. When I smoothly filled my tube with the Proflate – the same one that had blown up in my hands on that trail two years before – I knew I'd done it. I had conquered CO<sub>2</sub>.

I sat back on my heels and surveyed the scene. I felt satisfied, but also a little silly that it had taken me so long to do this. I'd got so caught up in the idea of what I should know by now that I hadn't forced myself to go through the process of actually learning it. All I had to do was swop my ego for a little hands-on practice. And now I could roll out with one less worry.

So who's up for a ride? I have CO<sub>2</sub> – and I'm not afraid to use it. **B**



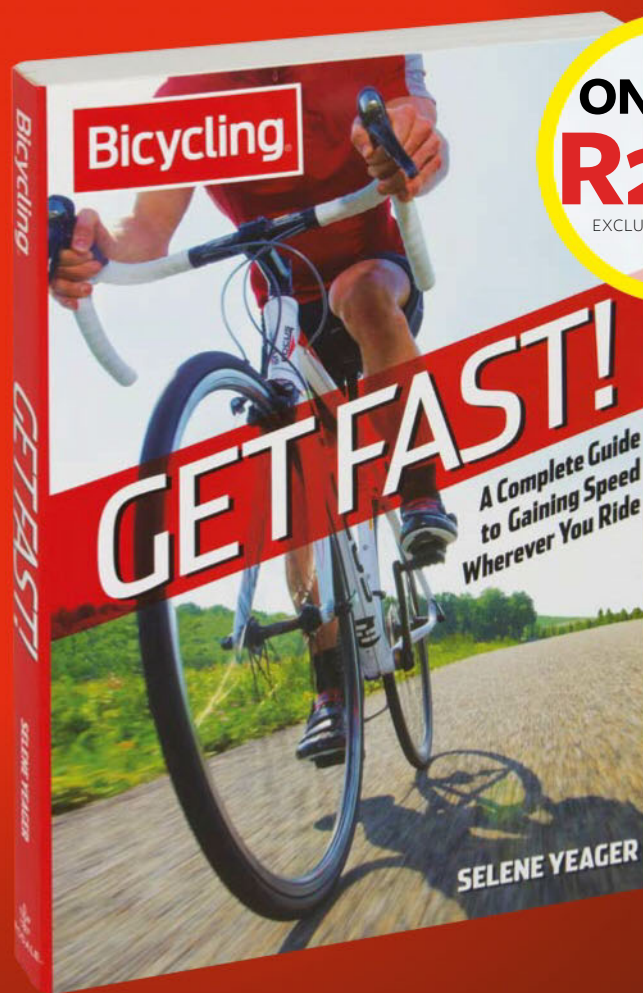


# YOU WANT TO GAIN SPEED WHEREVER YOU RIDE? HERE'S HOW!

## ➤ GET FAST

**Every cyclist wants to get faster, from front-of-the-pack racers to chatty charity-ride participants.** Producing more speed is what makes riding a bike worthwhile – whether you want to improve your seeding position at the next Cycle Tour, or add a bit more zest to your weekend ride. Going fast makes everything more fun – and here's the book that's going to help you do it.

***A Complete Guide to  
Gaining Speed  
Wherever You Ride***



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EXCLUDING POSTAGE

Go to **FitShop.co.za** and click on **BICYCLING SA**

***Bicycling***  
SA'S BEST-SELLING CYCLING MAGAZINE



# GEAR

*Ahead of the Pack | Upgrade your Ride | Tested*

EDITED BY OLI MUNNIK

## THE FULL PACKAGE

→ NEWS, VIEWS & REVIEWS OF THE LATEST GEAR

Gear Ed **Oli Munnik** drank his way through the best hydration packs (like the hard-working Camelbak Lobo pictured), plotted ways for you to get a 'new' bike (without actually getting a new bike), and swung his leg over two thrilling new rides: Specialized's Diverge gravel-grinder, and – in an exclusive first ride – Pyga's much-anticipated dual-sus marathon race machine, the Stage.



# AHEAD OF

SOMETIMES THERE ISN'T ENOUGH SPACE IN OUR POCKETS FOR EVERYTHING. GEAR ED OLI MUNNIK

TESTING SHOWED THE DISTINCTIVE FOUR-STRAP 'NO DANCING MONKEY' harness ensures a secure fit without compromising body movement or breathing.



A DETACHABLE POUCH gives riders the choice to carry extras, such as tools and nutrition, or simply race with hydration.

THE 2L HYDRAPAK SHAPE-SHIFT BLADDER disconnects from the 'Plug-n-Play' hose, making it quick and easy to remove and refill.



AN EXTRA FULL-LENGTH POCKET is new for 2015 and perfect for storing your mini-pump or larger tools.

CAMELBAK'S 3L 'ANTIDOTE' RESERVOIR disconnects from the hose so you can refill without unpacking your entire bag.

HIP BELTS are removable for when you're travelling light.



## THE RACER

### USWE F3 PRO

USWE (pronounced 'you-swee') are the new players in the South African hydration pack market. You may have noticed their unique four-strap harness on the shoulders of Greg Minnaar and Steve Peat, whose Santa Cruz Syndicate team use the packs exclusively. The lightweight and minimalistic F3, with a carrying capacity of three litres, including bladder, is designed for marathon and XC racers who want a simple solution for carrying their hydration, nutrition and tools.

PRICE R1 750  
CAPEGROSPORTS.CO.ZA

## THE HALF-DAY TRAIL RIDER

### CAMELBAK LOBO

The Lobo, Camelbak's best-selling hydration pack in South Africa, offers a carrying capacity of six litres (in addition to a three-litre 'Antidote' reservoir). It's designed to carry essentials such as a multi-tool, pump, spare tube, phone, wallet, keys, energy bar and additional layers of clothing. This makes it perfect for half-day rides when inclement weather is forecast.

PRICE R1 400  
CAPECYCLES.CO.ZA



# THE PACK

SELECTS HYDRATION PACKS TO SUIT FIVE DIFFERENT RIDERS / PHOTOGRAPHY BY JAMES GARAGHTY

**A 'HYDROSTATIC' REINFORCED SPINE** keeps the bladder's profile low and wide for comfort and stability.

**A MAGNET SECURES THE NOZZLE,** giving you easy access.

**DEDICATED RESERVOIR COMPARTMENT** distributes weight evenly.



**HIP STRAPS FEATURE A ZIPPERED POCKET ON EACH SIDE,** perfect for storage. Wider straps don't cut into you when fastened tightly.



**OUTER SHELL'S** fabric made from durable, water-repellent and lightweight nylon.

**INTEGRATED RAIN COVER** for added protection

## THE FULL-DAY TRAIL RIDER

### OSPREY RAPTOR 14

The largest of the Raptor series, the Raptor 14, offers 14 litres of carrying capacity distributed over a variety of compartments, which include a removable, roll-up tool pouch. Its large capacity and fully adjustable padded shoulder and hip straps, coupled with a well-ventilated, padded back-panel, make the Raptor 14 ideal for carrying everything you need on long, unpredictable days.

**PRICE** R1 699  
**ADVENTUREINC.CO.ZA**

## THE MULTI-DAY ADVENTURER

### EVOC EXPLORER

Combining neutrally balanced load distribution and a large back ventilation system, the Explorer backpack provides maximum carrying comfort, making it perfect for multi-day cycling adventures. Its 30-litre carrying capacity, which includes provision for hydration systems up to three litres, will swallow up your packing list with ease.

**PRICE** R2 015  
**HULLABALOO.CO.ZA**



**PADED, REMOVABLE 15" LAPTOP COMPARTMENT** with tablet sleeve; sits comfortably against your back and helps protect its valuable contents.



**WATERPROOF MAIN COMPARTMENT WITH ROLL-TOP CLOSURE** keeps content dry in even the worst conditions.

**HEAT-MOULDED, CRUSH-PROOF SAFEZONE COMPARTMENT** protects sunglasses, smartphone or other fragile gear.

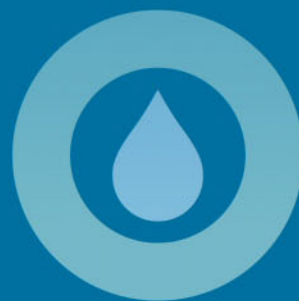
**STORABLE HIGH-VISIBILITY RAIN COVER WITH REFLECTIVE SCREEN PRINT** increases bag protection and draws attention to your presence in low-light conditions.

#### PACK 'N PEDAL

### THULE COMMUTER BACKPACK

When you're riding to work, the last thing you need is a downpour to soak the contents of your bag – laptops, phones and important documents need to stay dry. Thule's Commuter Backpack, made from tough material, is 100% waterproof, and offers 24 litres of carrying capacity by means of pouches and compartments for everything you need to take with you on your commute. Ventilation is ensured thanks to airflow channels on the back panel and breathable shoulder-straps, so you won't get to work dripping in sweat.

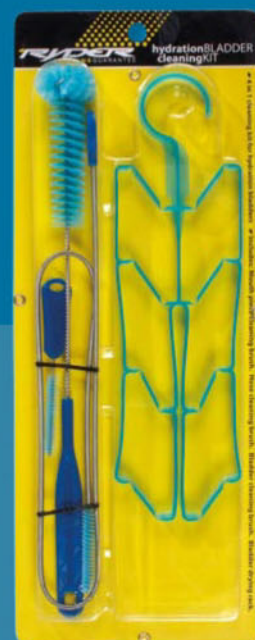
**PRICE R2 499**  
**THULE.CO.ZA**



### KEEP YOUR BLADDER CLEAN WITH A RYDER CLEANING KIT

To keep your bladder clean (and water tasting fresh), wash it in warm water with mild soap. This 4-in-1 Ryder cleaning kit is perfect for the job.

**PRICE R130**  
**OMNICO.CO.ZA**





# EXTREME

NEW

# XEO 19 R

Attention all those who love to push the limits to the extreme - whether it be on a bike, board or trail! The LED LENSER XEO 19R is the world's first dual focus light with the most efficient cooling system possible. It allows for an outstanding performance of 2000 lumens and weighs just 193g!

Pick up a brand new LED LENSER XEO 19R and make sure your adventure doesn't stop when the sun goes down.

#### Additional highlights:

- Improved vision at higher speeds – thanks to a brighter light & SPEED COOLING
- Simplest operation – 5-way switch with Smart Light Technology
- Automatic adaptation to the ambient light – OPTISENSE® Technology

Become part of the LED LENSER community. Find out more at [www.ledlenser.co.za](http://www.ledlenser.co.za)

AVAILABLE IN WHITE, BLACK & GREEN



# LED LENSER®



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**RALLY MTB HELMET**



## CRASH REPLACEMENT GUARANTEE

We've got your back,  
and your head.



**BALLISTA HELMET**



**FLASH CHARGER PUMP**



**XXX ROAD**



**FLARE R**



## Ion 700 USB Headlight

Focused optics, 700 Lumens  
and five modes in sleek USB-  
chargeable package.

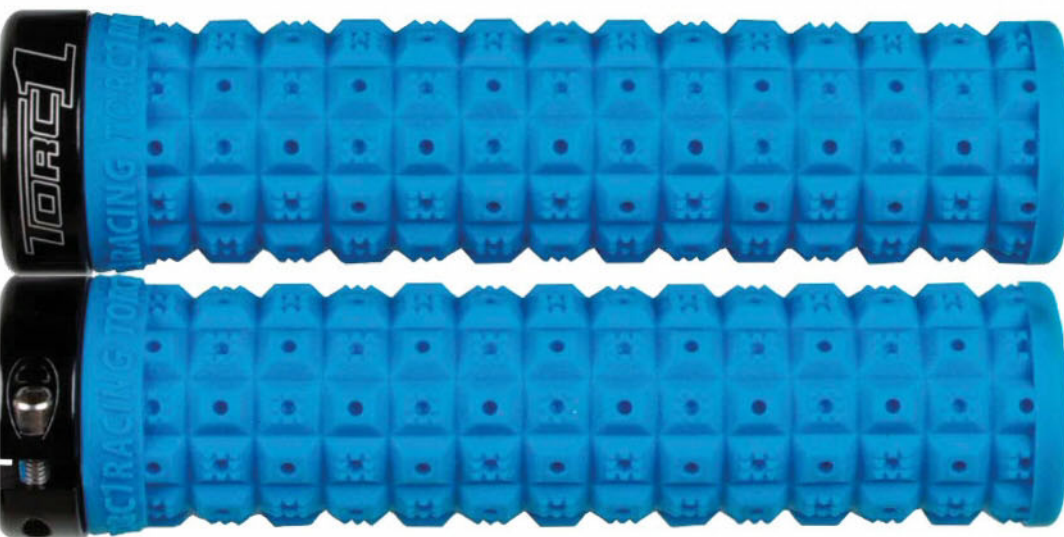


Bright and compact, the Ion 700 uses a single high-power CREE LED bulb to light up the road or trail ahead. With its impressive 1:45 run time and 5 modes, this USB rechargeable cycling headlight is sleek enough to slip in your pocket or backpack. Critics agree, there's no better light on the market.

## UNCONDITIONAL BONTRAGER GUARANTEE

If you don't love it,  
we'll take it back.





×1

#### GET A GRIP

### DEFY LOCK-ON GRIPS

Comfort can't be underestimated – especially when it comes to your grips, pedals and seat. Hard grips can be painful and cause nerve damage. Defy lock-on grips are made with a shock-absorbing compound to reduce rider fatigue, and a single-lock CNC clamp that creates more surface area for extra control. Single, left- or right-hand-specific clamps mean that when you hold the ends of the grips, your palms don't come into contact with a clamp, reducing discomfort. They're available in black, white, blue, red and pink.

PRICE R285  
ACESPORTS.CO.ZA

# UPGRADE YOUR RIDE

WITHOUT BREAKING THE BANK



GEAR ED OLI MUNNIK SELECTS 13  
QUICK AND EASY UPGRADES THAT  
WON'T COST YOU AN ARM AND A LEG.

PHOTOGRAPHY BY JAMES GARAGHTY

×2

#### ROAD BAR TAPE

### FI'ZIK 3MM PERFORMANCE SOFT-TOUCH BAR TAPE

Made from microtex, the same material Fi'zik use to cover their saddles, this 3mm tape is durable, breathable and washable. It also has a gel lining, which adds comfort.

PRICE R435  
NSQUARED.CO.ZA



# UPGRADE YOUR RIDE

×3

## MTB TYRES

### SCHWALBE ROCKET RON & RACING RALPH

Punctures are a pain in the arse – especially when they happen in the bundu, where death is more likely to arrive than any form of help. While many riders think they need light, skinny tyres to go fast, what they really need is a set of tough, durable tyres able to withstand the punishment that the South African environment will throw at them. Schwalbe's Rocket Ron and Racing Ralph tyres, best fitted up front and at the rear respectively, are a tried and tested combo that have proved their reliability time and again. With knobs designed and spaced for 29ers, they're fast-rolling and offer consistent grip. NB: opt for the versions that have Schwalbe's SnakeSkin Sidewall protection built into them to improve reliability and reduce sidewall cuts.

PRICE R750 each  
STAGE9NE.CO.ZA

×4

## ROAD TYRES

### CONTINENTAL GATORSKIN 700X25C

Continental's all-weather, all-condition Gatorskin tyres offer legendary puncture protection, thanks to a layer of tightly-woven polyester fibre called PolyXBreaker, which protects the tread; and DuraSkin, made from a polyamide fabric, which protects the sidewalls and tyre casings from foreign objects that may cut the rubber.

PRICE R540  
CONTI-BICYCLETYRES.COM

RACING RALPH  
BACK: 29x2.25

ROCKET RON  
FRONT: 29x2.25  
(NOT PICTURED)

×5

## CONVERT TO TUBELESS

### STAN'S NO TUBES ZTR CREST 29ER RIM & CONVERSION KIT

You don't always have to spend big bucks on a complete wheelset to get your chariot rolling faster. You can upgrade your rim, then lace your existing hub to it. We recommend you look for a wide rim that will spread your tyre out, increasing its contact patch and giving you more control, cushioning and grip. The ZTR Crest 29er rims are a great balance between weight, width, reliability and value, and are the number-one seller in the Stan's No Tubes range of aftermarket rims.

We can't stress enough the importance of converting to tubeless. With our thorn-infested veld, and trails with sharp rocks, a tubeless set-up greatly reduces the chance of puncturing (thorns) or pinch-flattening (rocks). Get your bike shop to do the conversion, because they'll have a few tricks up their sleeve. If your rim isn't 'tubeless ready', the job usually requires rim tape (to seal the holes where the spokes attach), tubeless valves and sealant. Pair the conversion with tubeless-specific tyres.

PRICE R1195 per rim  
CONVERSION KIT PRICE R850  
TWOWHEELTRADING.CO.ZA

RIM WEIGHT 380G



*Travis  
McBride*

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FEET INTO TWO LITTLE  
**LIE DETECTORS.**



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# UPGRADE YOUR RIDE

×6

## ROAD PEDALS

### LOOK KEO 2 MAX

Arguably the most popular road-pedal range on the market, Look's Keo pedals offer secure fit, and are well suited to all riders, from beginners to the experienced. These Keo 2 MAX pedals feature a large, moulded stainless-steel contact area, a stable platform to maximise power transfer and comfort while pedalling. The tension securing your cleat to the pedal is adjustable (through a range of seven positions), allowing you to find the fit that best suits the way you ride. Additionally, three different KEO cleats are available, offering either 0 (black), 4.5 (grey) or 9 (red) degrees of float (float is the range of movement your cleats have when clipped in). Black cleats don't move at all; red cleats move the most. At 130g per pedal, they're great value for money.

PRICE R1750  
LOOKCYCLE.COM



×7

## MTB PEDALS

### SHIMANO XT

Shimano debuted the SPD pedal-and-cleat combination way back in 1990, and their bulletproof current system remains remarkably similar to the original product – a testament to its functionality and reliability. Over the years, though, SPD pedals have seen tweaks in design, and the introduction of modern materials and construction techniques. These XT pedals are slightly heavier than the elite-level XTRs; but for the average mountain biker, they offer more than enough stability and precision, and are lighter on your pocket. They are available with or without a cage surrounding the cleat bed (which increases the pedal's platform area, improving stability when unclipped).

PRICE R1380  
COOLHEAT.CO.ZA



×9

## BEARINGS

### ENDURO BEARINGS

Ever suspect that your cranks aren't spinning as freely as when they left the shop? Could be because your bearings are poked – grinding to a halt after one too many wet-and-muddy or dry-and-dusty rides. Help is at hand. Upgrading your beloved bike's bearings can give you free watts. Their newfound smoothness will improve rolling resistance, drivetrain efficiency, steering precision, and the performance of your suspension linkage.

Enduro Bearings collaborate with frame, fork and component manufacturers to provide the best bearing and seal solutions. Local agents Rush Sports stock more than 300 Enduro Bearings to fit linkage systems, bottom brackets, headsets, hubs, pedals and jockey wheels. Prices depend on bearing type and size, but range from R60 for the more common ABEC-3 to R2 000 for the exclusive XD-15 Ceramic models.

PRICE from R60  
RUSHSPORTS.CO.ZA

×8

## ROUND THINGS

### KCNC BITS AND BOBS

KCNC offers a wide range of super-brightly-coloured parts, from chainring bolts to jockey wheels, to add some spice to your ride.

PRICE from R175  
PARAGONTECH.CO.ZA





**CRANK BROTHERS COBALT 3**  
WIDTH: UP TO 780MM

**ENVE XC**  
WIDTH: UP TO 740MM

**CRANK BROTHERS COBALT 3**  
PRICE R1 050  
OMNICO.CO.ZA

**ENVE XC**  
PRICE R2 300  
PARAGONTECH.CO.ZA

When it comes to new handlebars, the most important consideration is width. With 29ers undeniably the go-to wheel size in South Africa, wider bars (anything broader than 690mm) are a must for maximising control and improving steering precision. Narrow bars are twitchy at high speed and don't allow enough leverage to confidently navigate tight sections or sweeping turns. Fear not; gate posts, and trees growing in forests, are separated by more than 690mm – most of 'em, anyway – so the chances of hitting your bar are slim. If you've already gone wide, then perhaps consider going carbon.

## ENVE XC & CRANK BROTHERS COBALT 3



×11

### SADDLE PRO TURNIX

Your saddle – like all parts on your bike – will succumb to wear and tear. Watch out for the padding, which can become stiff or compacted, and the shell, which may crack or sag as the material fatigues. It's critical to give a few saddles a test before choosing one. Pro has a wide selection, and their Turnix model is as at home on the road as it is off-road. While all Turnixes feature a gentle curve, catering for a wide range of flexibilities, you have a choice of widths: 132mm or 142mm; as well as whether you'd like your padding to feature a cut-out or not.

PRICE R1 200  
COOLHEAT.CO.ZA



×12

### DRIVETRAIN SRAM GX

Drivetrains start to wear after a while. Chain slip, erratic gear changes and chain suck are a nuisance as cogs round and chains and cables stretch. SRAM's all-new 'budget' GX groupset will make upgrading your drivetrain affordable. It will be available in 1x11 and 2x11 configurations, with grip-shift or trigger shifters, and will replace SRAM's 2x10 X7 and X9 groupsets (which will still be available locally). Happily, GX parts are cross-compatible with existing SRAM components, and SRAM XX1 owners will be able to replace worn-out parts with better-value (but heavier) GX1 components. The same can be said for 2x10 GX groupsets. GX 11spd cassettes feature the same 10-42T ratios, and require an X-Drive driver body.

GROUPSET TBA  
CAPECYCLES.CO.ZA



×10

### HANDLEBARS - GO WIDE

### ×13 DROPPER POST ROCKSHOX REVERB STEALTH

The jittery mountain biker's best friend, a dropper post allows the rider to shift his or her weight into a neutral position by lowering the seatpost (and by default, the seat) by means of a cable or hydraulically-activated piston located within the seatpost. Manoeuvring yourself into a neutral position inspires confidence and improves ability, especially when tackling technical singletrack and steep descents. This makes a dropper post the perfect upgrade if you're venturing onto singletrack more regularly, or simply can't seem to get the hang of it. The performance characteristics of an internally-routed hydraulic system versus an external, cable-activated version are not worlds apart. Both have positive and negative aspects; it's best to choose based on your budget and frame compatibility. Consider RockShox's Reverb Stealth, which offers infinite adjustability and can be neatly routed through a compatible frame.

PRICE R5 800  
CAPECYCLES.CO.ZA



TESTED

## SPECIALIZED DIVERGE COMP CARBON

PRICE R44 999  
SPECIALIZED.COM

# ROADS MUST FALL

Take the road less travelled – that’s a gravel one – on Specialized’s ‘all-road’ Diverge Comp Carbon.

BY OLI MUNNIK / PHOTOGRAPHS BY CRAIG KOLESKY

**T**here’s been a recent flurry of road bikes designed specifically to handle the demands of ‘gravel-grinding’, or ‘adventure riding’ – robust road bikes, built to roar off-road!

The Diverge, with its fat tackies, through-axles, disc brakes and cobbler-gobbling seat post, is the perfect tool for the job. With this arrow in your quiver, it’s simply a matter of opening your mind and letting the Diverge take care of the rest. Two models of the Diverge are offered in South Africa: the aluminium Elite A1 (at a budget-beating R14 999), and this Comp, constructed from Fact10r carbon. Frame measurements are modelled on Specialized’s ‘endurance geometry’, meaning a taller headtube to keep you slightly more upright. The Diverge’s chassis bears a striking resemblance to the Roubaix (in addition to sharing the same stack height and reach), thanks to the Zertz vibration dampeners in the rear seatstays and fork legs. A Phenom Comp saddle (with medium-density padding) and bump-calming seatpost offering 8mm of compliance also help smooth out any road chatter.

Compact chainstays keep the wheelbase short; in fact, only slightly longer than on road bikes built for racing. This means you get a similar feel of immediate acceleration, with slightly better handling. Add through-axles into the mix, and you have a bike that’s super-stiff, comfortable for hours on even the bumpiest of terrain, and which accelerates surprisingly well given its endurance geometry and high-volume tyres. The Diverge Comp Carbon is no sluggish packhorse.

**STOPPING POWER** A set of Shimano 785 hydraulic disc brakes dramatically improved braking performance during testing. Considering the bike is built to go off-road, they’re an absolute must; they make perfect sense when you think of the dust, mud and grime you’ll encounter on the road less travelled. When descending on gravel, modulation is important – on the surfaces I rode, rim brakes would have locked up the wheels and perhaps sent me flying! Through-axles also make disc alignment a cinch – a small but noticeable advantage.





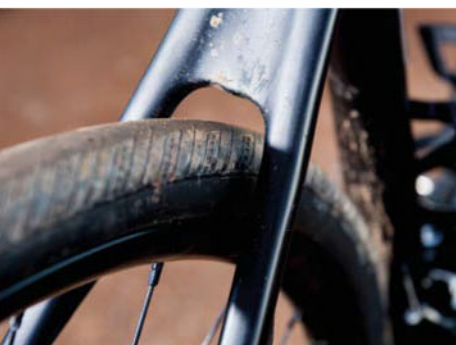






## GRAVEL GRIND

Gravel roads, jeep tracks and the odd section of singletrack are no longer the exclusive domain of mountain bikers. Gravel-grinders are a new breed of road bike built to go fast and handle abuse, with disk brakes, burly frames, through-axles, wide tyres (for better traction and cushioning off-road), a longer wheelbase and slacker head angles (for better long-distance comfort and stability).



### WHAT YOU NEED TO KNOW

RUGGED, HIGH-VOLUME TYRES SOAK UP THE BUMPS, MAXIMISING GRIP AND CONTROL.

RUGGED ZERTZ COMPRESSION DAMPENERS + COBL GOBL-R SEAT POST = ÜBER COMFORT.

THROUGH-AXLES INCREASE STIFFNESS, IMPROVING CONTROL OFF-ROAD.

DISC BRAKES DRAMATICALLY IMPROVE BRAKING.

FRAME-MOUNTED 'SWAT' STORAGE SOLUTION.

**GEARING** The 11sp Shimano 105 rear mech features a long cage to handle the high-range 11/32T cassette, which on the test bike was paired with a 50/34T Shimano 105 compact crankset (a 50/34T Praxis crankset comes standard). Gearing is critical when going off-road, as gradients are often more severe and surfaces less consistent, which means you need more range at slower speeds. The Diverge has you covered in this department: the steepest, loosest sections of gravel on Table Mountain were no match for its gear range. Boom!

**PEDAL POWER** If you know where you're going, roadie pedals are cool; but I'd recommend MTB pedals if you're planning a lot of off-road. Why? Well, if you're exploring or 'adventuring' – even if it's two metres off the road – you're bound to stop and unclip often, whether it's to cross a stream or climb over a boulder, or to snap a picture for Instagram to show how rad you are. Mountain-bike shoes are so much better for the job – simple and *klaar*. [Ed's note: *if you want next-level rad, opt for a pair of Giro Empire VR90 MTB*

*lace-up skoene.*]

**GRIP** Front and rear clearance allow up to 35C tyres – *Bicycling's* test bike was equipped with Specialized's 35C All Condition rubber. I'm 66kg, so I pumped them to between 60 and 70psi for best overall performance.

Off the shop floor, the Comp Carbon is specced with 32C Specialized Roubaix Pro tyres, with Blackbelt puncture protection and Endurant casing for longevity. If you're used to rolling on either 23C or 25C, these higher-volume tyres will make you wonder why you didn't make the change years ago.

Of course they're never going to be as fast as skinny, low-volume 'race' tyres, but that's not the point; their ruggedness opens up a world of opportunity. On tar, the increased contact patch allows you to throw the bike into turns and simply rail through them – the grip is superb, a definite confidence-booster. [Ed's note: *at Bicycling, we believe there's a big future ahead for 'adventure' riding – thanks in large part to high-volume tyres.*]

**THE RIDE** Our testing showed that 'versatility' is where the Diverge really comes into its

own. Specialized built it to ride 80% on-road, and 20% off; but this ratio could easily be 50:50, as we found you get the urge to look for *any* piece of dirt to ride. Whether it's a gravel road you've been too nervous to investigate or just a gravel verge (common in Joburg), you won't believe how much off-road riding is out there until you throw your leg over a gravel-grinder.

The Diverge will sharpen your skills, forcing you to focus on being smooth, and to pick lines that will make you a better rider. The key is to be light on your bike.

While quite a few entrants walked parts of the Cape Epic prologue, the Diverge managed it all – plus other very rocky, techie jeep tracks. Not at race pace, but at a careful, calculated speed. Still, while testing off-road was a rush, I wouldn't recommend a gravel-grinder if your intention is to pound singletrack for dayzzzz. Rather ride the odd piece of smoothish trail; like the Spruit, or a groomed MTB trail park. Remember, it's still a road bike.

**LAST WORD** The Diverge can take you (almost) anywhere! We don't want to send it back. **B**





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TESTED

## PYGA STAGE

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R76 500

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# THE ALL-ROUNDER

Pyga Industries' trail bikes have received rave reviews both locally and internationally. The Stage is the South African company's contender in the über-competitive MTB marathon market.

BY OLI MUNNIK / PHOTOGRAPHS BY JAMES GARAGHTY & THOMAS SANDELL



**T**he Stage, a short-travel, carbon-fibre 29er dual-suspension race machine, has been painstakingly designed and built to meet the needs of both marathon racing snakes, and – crucially – the average South African marathon rider; both demand a light, stiff and efficient bike.

Having spent a few weeks sprinting up climbs, railing turns and navigating countless singletracks, I've discovered the Stage's thoroughbred racing pedigree – which, twinned with its inviting trail spirit, makes it an absolute blast to ride.

What sets the Stage apart from mainstream competitors is a slightly slacker 68.5-degree head-angle, and an extended reach that's roughly 15mm longer than the industry norm. This combination allows you to run a shorter stem, giving the Stage the handling characteristics of a modern-day trail bike, while maintaining snappy acceleration. The front tyre does feel marginally further in front of you compared to other marathon race bikes, but it

**THE STAGE'S THOROUGHbred RACING PEDIGREE, TWINNED WITH ITS INVITING TRAIL SPIRIT, MAKES IT AN ABSOLUTE BLAST TO RIDE.**

certainly doesn't impede the Stage when climbing, even on the steepest gradients.

The Stage is incredibly stable on rough, rocky terrain, and it climbed technical sections without missing a beat and carved through turns like a boss. But where it really impressed was in its stability at high speed and on descents.

In short, the Stage will make you a better rider. Its geometry and reach allow you more control and security when the road or trail points downwards (so much so that I had to adjust a few of my braking points, because its stability allowed me to brake later than before). Couple this with wide handlebars and high-volume tyres, and you have a bulletproof marathon package that's as fun to ride for an evening jaunt on your local trails as it is on a six-hour marathon suffer-fest.

My verdict: Pyga has created a bike that thrives at speed, but won't scare the living daylights out of you when the terrain gets gnarly. It's Pygalicious. **B**



## HIGH FIVE FOR PYGA'S +FIVE

The Stage features Pyga's '+Five' wheel and dropout spacing, which keeps the chainrings exactly where they are but offsets a standard 142x12mm rear wheel to the driveside by five millimetres. This means the chain line on the 11th gear (easiest gear, largest cog) on a +Five frame is equivalent to the chain line on the 9th gear of a regular frame. This creates a more balanced chainline across the cassette range, improving shifting – while also yielding a stronger wheel, thanks to the more balanced spoke geometry and tension.



### WHAT YOU NEED TO KNOW

LONGER TOP TUBE, SLACKER HEAD ANGLE AND SHORTER STEM GIVE YOU MORE CONTROL AND INSPIRE CONFIDENCE ON TECHNICAL, STEEP SECTIONS, AS WELL AS AT HIGH SPEEDS.

PYGA'S +FIVE TECHNOLOGY STRAIGHTENS YOUR CHAIN LINE, NOTICEABLY IMPROVING SHIFTING AND REDUCING DRIVETRAIN WEAR.

FRONT TRIANGLE HOUSES TWO WATER BOTTLES.

CARBON WHEELS STANDARD ON ALL MODELS (+R16 000 A SET).



# PIKET-BO-BERG CYCLE CHALLENGE



DATE **12 SEPTEMBER 2015**

PLACE **MOUTON'S VALLEY FARM, PIKET-BO-BERG, WESTERN CAPE**

RACE **63KM/37KM/27KM/10KM**

**FOR AN AWESOME SPRINGTIME EXPERIENCE, LOOK NO FURTHER THAN THE PIKET-BO-BERG CYCLE CHALLENGE.** With four distances traversing the Piket-Bo-Berg area, you can expect oak trees, orchards and river crossings, all coming together in an awesome spring adventure.

## ROUTES

Each route starts at Mouton's Valley Farm, and explores the Piket-Bo-Berg area a little

further as the distance increases. Only the 10km-loop route stays within the boundaries of the farm.

The 27km and 37km leave Mouton's to go up the mountain range, with tough climbs – but exhilarating descents, to bring you back to the start. The long 63km route follows a similar path to the two middle distances, but returns and cuts through the farm to climb the mountains on the other side before returning to the start. **B**

## WHERE TO STAY

**1 FARAWAY FIELDS FARM**  
With three fully-equipped self-catering cottages hidden in the Piket-Bo-Berg, this farm offers a relaxed setting for winding down before and after you race. All three cottages sleep four people; the smaller Sand and Sky cottages each have two rooms that share a bathroom, while the larger Garden cottage has a large bathroom with separate shower, as well as a cast-iron fireplace. All come with braai area, outside stoep (Garden has two), and awesome views.

### CONTACT

Tel: 022 914 5061  
Cell: 082 825 5696  
Web: farawayfieldsfarm.com

**2 RETREAT GUEST FARM**  
Situated on a small almond farm in the Piket-Bo-Berg, this four-bedroom farmhouse is perfect for a group of riders attending the race together. Two of the rooms have double beds, while the other two have separate single beds. It also has a fully-equipped kitchen, a lounge with TV, and DSTV can be connected at an additional fee. Braai facilities are also available.

### CONTACT

Jean  
Tel: 022 914 5669  
Cell: 082 554 9944  
Email: jean@zwaanswykfarms.co.za

**3 HEBRON GUESTHOUSE**  
This two-bedroom, four-sleeper guesthouse comes with everything; all you need to pack is your bike and clothing. It has a fully-equipped kitchen, a braai area with a bag of wood and firelighters supplied, bedding, towels, cutlery and crockery. To add to the charm of the place there is DSTV on request; and if you're not comfortable leaving your pets at home, simply bring them along.

### CONTACT

Elmien Uys  
Tel: 022 914 5353  
Cell: 083 226 8878  
Email: info@hebronestate.co.za

**4 KRUISTEMENTVLEI ECO FARM**  
Whether you want to camp or stay in a cozy cottage, this place has something for you. There are also a number of activities you can get into during your stay, including pre- or post-race rides, hiking, rock climbing and swimming. If you're there at the right time of the month (see website), visit the Farmers' Market – fresh goods and home-baked breads, straight from the farm.

### CONTACT

Riette  
Tel: 022 914 5652  
Email: rhb@wcaccess.co.za  
Web: kruistementvlei.webs.com



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## **HOTZONE**

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**Myles Kelsey**

Email: [myles.kelsey@media24.com](mailto:myles.kelsey@media24.com)



### **2015 QUATTRO ROAG SERIES**

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HILL 2 HILL  
12-13 SEPTEMBER**



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**BEST OF BOTH**  
Testing, demanding,  
and at the same time  
breathtaking. The Hill 2  
Hill is always something to  
look forward to on the KZN  
racing calendar.

## YOUR GUIDE TO THE BEST IN CYCLING FOR SEPTEMBER



**WESTERN CAPE**  
**KAROO TO COAST**  
**20 SEPTEMBER**

What many call the Cycle Tour of mountain biking. This 100km off-road event features rolling, non-technical gravel roads, which make covering the long distance more manageable for the average rider. The event starts in the small town of Uniondale in the Karoo; and as the name implies, winds its way towards the sea. The scenery along the way on the many winding descents (and ascents) is something to remember, as you make your way from stark Karoo landscapes to the lush Knysna forests near the coast.

– Renay Groustra



**LESOTHO**  
**LESOTHO SKY**  
**20-25 SEPTEMBER**

I've always been a big fan of riding in the Mountain Kingdom of Lesotho. The Lesotho Sky is a 350km MTB stage race, with plenty of climbing and high altitudes, over six days of racing. The race has had UCI stage-race status since 2013, and has raised the level of mountain biking in Lesotho. This is a chance to rub shoulders with top racers, while experiencing a stage race and culture like no other. For more info, go to [lesothosky.com](http://lesothosky.com).

– Nic White



**KWAZULU-NATAL**  
**SUNDAY TRIBUNE JEEP**  
**HILL 2 HILL**  
**13 SEPTEMBER**

The Hill 2 Hill is one of the most demanding races on the KZN calendar, starting on the Hilton highlands and finishing in Hillcrest, with more than 100km in between. The first 60km is fast but deceiving; riders can expect to work for those final 40km. This race is a serious test for everyone, from the amateur to the elite, with big climbs and demanding terrain. But the achievement at the end is well worth it. (If you can't face the full marathon, there's a 45km half the day before.)

– Bryan Powell

★★★★☆  
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Head to [www.bicycling.co.za/past-races](http://www.bicycling.co.za/past-races) to rate and review your races.





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**BIG AND BOLD**  
Big mountains and big skies make the Lesotho Sky MTB stage race one of the most breathtaking (in all ways) races on the local calendar.

## NORTHERN CAPE

### MULTI-STAGE

#### 3-5 SEPTEMBER NAMAQUA QUEST 3-DAY MTB STAGE RACE

200km  
Jakkalswater Guest Farm,  
Springbok, Namaqualand  
Contact Debbie Agenbag  
debbie@wildtrail.co.za  
083 294 5260  
Web and Online Entries  
[namaquaquest.co.za](http://namaquaquest.co.za)

#### 5-6 SEPTEMBER TOUR DE GHAAP

106km (2-day stage race)  
Ulco, Northern Cape  
Contact Pieter J Niemann  
pieterniemann4@yahoo.com  
083 407 9060 or 072 150 2402  
Web and Online Entries  
[tourdeghaap.co.za](http://tourdeghaap.co.za)

## EASTERN CAPE

### MULTI-STAGE

#### 3-6 SEPTEMBER ISUZU TRUCKS PE PLETT

338km  
Port Elizabeth  
Contact Red Cherry Adventures  
siska@redcherry.co.za,  
041 581 5335  
Web and Online Entries  
[peplett.co.za](http://peplett.co.za)

## KWAZULU-NATAL

### MTB

#### 5 SEPTEMBER SPUR KZN SCHOOLS MTB SERIES FINAL

Fulton School for the Deaf, Gillits  
Contact Ewan Cochrane  
ewan@kznschoolsmtb.co.za,  
082 674 2138  
Online Entries [roag.co.za](http://roag.co.za)

## 6 SEPTEMBER

### LYNFORD CLOVER MTB

**CLASSIC** 40km, 25km, 10km  
Lynford School  
Contact Race Office  
raceoffice@futurenet.co.za  
039 834 1927  
Online Entries [roag.co.za](http://roag.co.za)

## 6 SEPTEMBER

### BELL BIG 5 SERIES #4 MONZI HIPPO CHALLENGE

50km, 25k, 10km  
Monzi Club, Monzi  
Contact Seonaid Beningfield  
seonaid@vodamail.co.za  
082 452 6372  
Web [big5mtb.co.za](http://big5mtb.co.za)  
Online Entries [roag.co.za](http://roag.co.za)

## 6 SEPTEMBER

### SUNDAY TRIBUNE JEEP HILL 2 HILL PRE-RIDE #3

35km  
Hammersdale  
Contact Tim Whitfield [tim@hill2hill.co.za](mailto:tim@hill2hill.co.za), 072 125 2382  
Web [hill2hill.co.za](http://hill2hill.co.za)  
Online Entries [roag.co.za](http://roag.co.za)

## 12-13 SEPTEMBER

### SUNDAY TRIBUNE JEEP HILL 2 HILL

100km, 45km, 15km  
Worlds View/Cato Ridge –  
Shongweni Polo Club  
Tim Whitfield [tim@hill2hill.co.za](mailto:tim@hill2hill.co.za),  
072 125 2382  
Web [hill2hill.co.za](http://hill2hill.co.za)  
Online Entries [roag.co.za](http://roag.co.za)

## 18-20 SEPTEMBER

### MOUNTAIN SPLENDOUR MANIA

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Mountain Splendour Eco Resort



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or 082 492 1995  
Web [wardevents.co.za](http://wardevents.co.za)  
Online Entries [roag.co.za](http://roag.co.za)

**20 SEPTEMBER**  
**BELL BIG 5 SERIES #5 –**  
**HLUHLUWE SUPERSPAR**  
**RHINO CHARGE**  
50km, 25k, 10km  
Hluhluwe Private School  
Contact Seonaid Beningfield  
[seonaid@vodamail.co.za](mailto:seonaid@vodamail.co.za),  
082 452 6372  
Web [big5mtb.co.za](http://big5mtb.co.za)  
Online Entries [roag.co.za](http://roag.co.za)

## **WESTERN CAPE**

### **MTB**

**5 SEPTEMBER**  
**TIP TRANS CEDERBERG**  
**EXPERIENCE**  
115km, 40km  
By Di Dam, Citrusdal  
Contact Steven 082 829 1033  
Web [makadasadventures.co.za](http://makadasadventures.co.za)  
Online Entries [roag.co.za](http://roag.co.za)

**12 SEPTEMBER**  
**PIKET-BO-BERG CYCLE**  
**CHALLENGE**  
63km, 37, 27km, 10km  
Moutons Valley Farm, Piket-Bo-Berg  
Contact Gus Pickard  
[gus.pickard@gmail.com](mailto:gus.pickard@gmail.com),  
076 450 7870  
Web and Online Entries  
[piketbobergcyclechallenge.com](http://piketbobergcyclechallenge.com)

**13 SEPTEMBER**  
**PPA ELGIN VALLEY MTB 2015**  
60km, 45km, 30km, 10km  
Paul Cluver/De Rust Estate  
Contact Pedal Power Association  
[info@pedalpower.org.za](mailto:info@pedalpower.org.za),  
021 671 6340  
Web and Online Entries  
[pedalpower.org.za](http://pedalpower.org.za)

**19 SEPTEMBER**  
**ROCKETS FUNKY FYNBOS**  
42km, 30km & 10km  
Gansbaai, De Uiljenes, Overstrand  
Contact Michelle Williams  
[michelle@sortedsolutions.co.za](mailto:michelle@sortedsolutions.co.za),  
082 689 0355  
Online Entries [entrytime.com](http://entrytime.com)

**20 SEPTEMBER**  
**PENNYPINCHERS**  
**KAROO2COAST** 100km  
Uniondale  
Contact Zandile Meneses [zandile@karootocoast.com](mailto:zandile@karootocoast.com)

[karootocoast.com](http://karootocoast.com),  
082 851 3622  
Web and Online Entries  
[karootocoast.com](http://karootocoast.com)

### **MULTI-STAGE**

**11-13 SEPTEMBER**  
**RIDE2NOWHERE**  
Short, 40km/day; Long, 60km/day  
Dutch Reformed Church Grounds,  
McGregor  
Contact Ride2Nowhere Team  
[ride2nowheremt看@gmail.com](mailto:ride2nowheremt看@gmail.com)  
082 775 8737  
Web and Online Entries  
[ride2nowhere.co.za](http://ride2nowhere.co.za)

## **GAUTENG**

### **ROAD**

**6 SEPTEMBER**  
**WILRO LIONS CYCLE**  
**CHALLENGE** 114km, 41km  
Tarlton International Raceway  
Contact Sydney van Heerden  
011 302 0624  
Online Entries [cycleevents.co.za](http://cycleevents.co.za)

**27 SEPTEMBER**  
**D2D CYCLING RACE**  
147km elites only, 110km, 30km  
Heia Safari, Muldersdrift  
Contact Race Office [info@dome2dome.co.za](mailto:info@dome2dome.co.za),  
073 830 7051  
Web [dome2dome.co.za](http://dome2dome.co.za)  
Online Entries [cycleevents.co.za](http://cycleevents.co.za)

### **MTB**

**6 SEPTEMBER**  
**TRANSVAAL GALVANISERS**  
**MTB RACE**  
55km, 35km, 10km  
Dalpark Extension 1, Brakpan  
Contact Athol Davis  
[transvaalg galvanisersmtbbrace@gmail.com](mailto:transvaalg galvanisersmtbbrace@gmail.com), 082 857 5747  
Online Entries [cycleevents.co.za](http://cycleevents.co.za)

**19 SEPTEMBER**  
**BELIEVE CHOC COW MTB**  
**RACE 2015**  
55km, 25km, 5km, 1km  
Northern Farms  
Contact Charlie Bainbridge  
[believeproject1@gmail.com](mailto:believeproject1@gmail.com)  
073 879 2151  
Web [believeproject.co.za](http://believeproject.co.za)  
Online Entries [cycleevents.co.za](http://cycleevents.co.za)

**20 SEPTEMBER**  
**EQSTRA SPRING CLASSIC**  
45km, 25km, 10km  
Avianto Sports Grounds,  
Muldersdrift

Contact Richard  
[richard@ilumin8.co.za](mailto:richard@ilumin8.co.za)  
083 600 1289  
Web [springclassic.co.za](http://springclassic.co.za)  
Online Entries [cycleevents.co.za](http://cycleevents.co.za)

**26 SEPTEMBER**  
**D2D MTB**  
60km, 30km, 10km, 1km Toddler  
Heia Safari, Muldersdrift  
Contact Race Office  
[info@dome2dome.co.za](mailto:info@dome2dome.co.za),  
073 830 7051  
Web [dome2dome.co.za](http://dome2dome.co.za)  
Online Entries [cycleevents.co.za](http://cycleevents.co.za)

**27 SEPTEMBER**  
**BABBA'S LODGE MTB SUPER**  
**SERIES 2015 – EVENT #9**  
66km, 33km, 12km, 1km  
Babba's Lodge, Bultfontein  
Contact Andre de Beer  
[francosporteevents@gmail.com](mailto:francosporteevents@gmail.com)  
082 490 5061  
Web [francosport.co.za](http://francosport.co.za)  
Online Entries [cycleevents.co.za](http://cycleevents.co.za)

## **MPUMALANGA**

### **MTB**

**12 SEPTEMBER**  
**2015 ASHBURTON**  
**INVESTMENTS NATIONAL**  
**MTB SERIES #7**  
**DULLSTROOM**  
Dunkeld Country Estate,  
Dullstroom  
120km, 75km, 45km, 20km, 10km  
Contact Wessel van der Walt  
[info@adventurance.com](mailto:info@adventurance.com)  
086 199 0001  
Web [adventurance.com](http://adventurance.com)  
Online Entries [nationalmtbseries.com](http://nationalmtbseries.com)

**24-27 SEPTEMBER**  
**YORK ENDURO MOUNTAIN**  
**BIKE RALLY 2015**  
Sabie, Mpumalanga  
Contact Odette van Staden  
[ovstaden@york.co.za](mailto:ovstaden@york.co.za),  
083 678 3937

## **LIMPOPO**

### **ROAD**

**12 SEPTEMBER**  
**ATKV EILAND VULA-VULA**  
**ROAD RACE**  
100km, 70km, 45km, 14km  
ATKV Eiland Spa, Letsilele  
Contact Grizel Gubitiz  
[gubitizlone@tzaneen.co.za](mailto:gubitizlone@tzaneen.co.za)  
083 738 1515  
Web and Online Entries  
[tzaneencycling.co.za](http://tzaneencycling.co.za)

### **MTB**

**19 SEPTEMBER**  
**XDIRT UGLY SIX MTB EVENTS**  
50km, 25km  
Mabalingwe, Limpopo  
Contact Assie  
[xdirt10@gmail.com](mailto:xdirt10@gmail.com)  
079 524 7914  
Online Entries [entrytime.com](http://entrytime.com)

**24 SEPTEMBER**  
**VOETSPORFEES**  
**MTB RACE**

15km, 30km, 2km kids  
Thaba 'Nkwe, Thabazimbi  
Linda Pieterse  
[voetspoorfees@gmail.com](mailto:voetspoorfees@gmail.com)  
082 466 6281

## **FREE STATE**

### **MTB**

**19 SEPTEMBER**  
**SIX STAR WILGERIVIER**  
**MTB CHALLENGE**  
80km, 40km, 20km  
Hoërskool Wilgerivier sportsgrounds  
Enquiries 083 653 1989  
Online Entries [cycleevents.co.za](http://cycleevents.co.za)

## **NORTH-WEST**

### **MTB**

**26 SEPTEMBER**  
**MARICO BOSVELDMYL**  
50km, 20km, 10km  
Groot Marico at Riekkertsdam  
Contact Daleen Bronn  
082 650 8811

## **LESOTHO**

**20-25 SEPTEMBER**  
**THE LESOTHO SKY**  
340km (6-day stage race)  
Lesotho Sun Hotel and Casino,  
Maseru.  
Contact Darol Howes  
[darol@lesothosky.com](mailto:darol@lesothosky.com)  
083 960 8412  
Web and Online Entries  
[lesothosky.com](http://lesothosky.com)

## **SWAZILAND**

**26 SEPTEMBER**  
**SWAZI 3 RESERVES MTB**  
73km, 36km, 23km, 10km  
Simunye Country Club & Lodge  
Contact George White  
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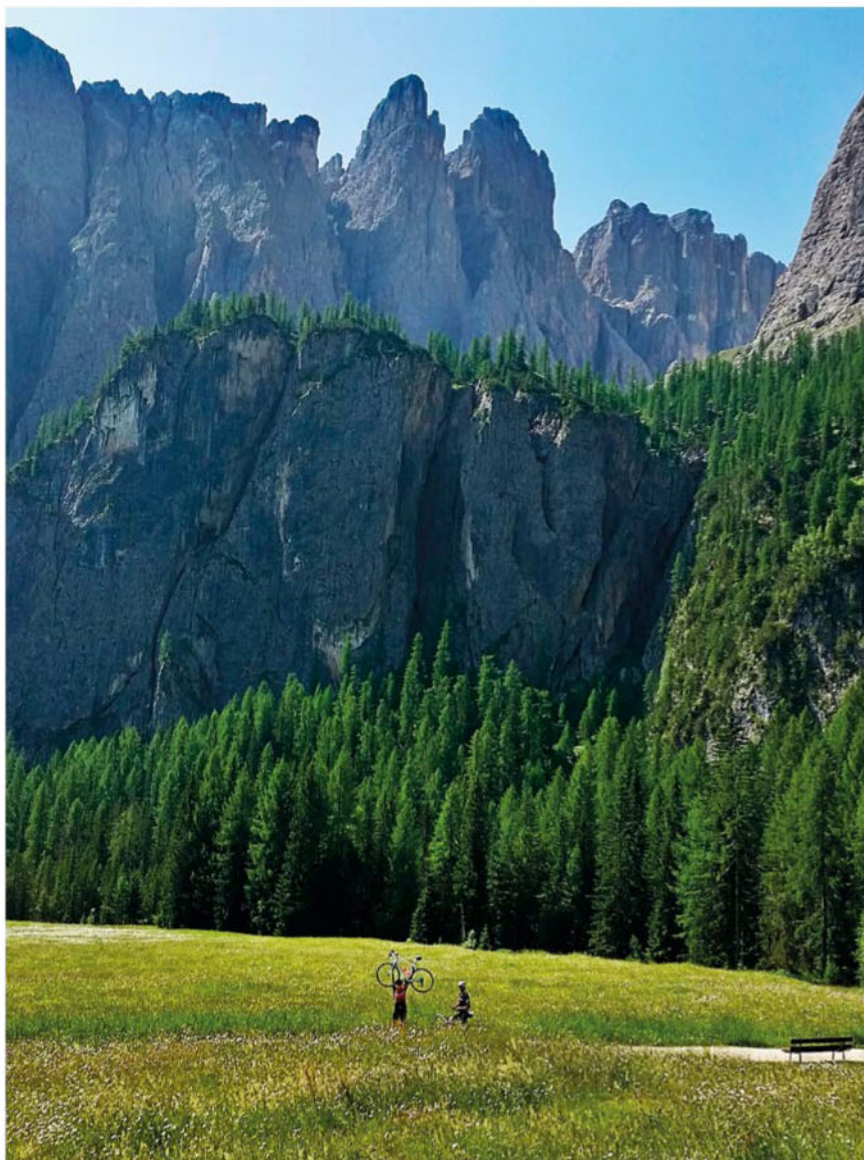
**DStv**

As seen on DStv *Opinion* JHB 49931/OJ




# THE FRAME

► PHOTOGRAPH COURTESY OF RENS REZELMAN



**SUBMITTED BY @THECAPECYCLIST**

SUDDENLY, EVERYTHING BECOMES RELATIVE.  
THE TOWERING CLIFFS OF THE DOLOMITES IN ITALY, RISING 4300 METRES, SHRINK @  
BICYCLING\_SA GEAR ED OLIVER MUNNIK AND ENERVIT'S @TESSMCLOUGHLIN.  
HERE, TESS HOLDS HER BIKE ALOFT AS THEY NAVIGATE ONE OF THE LOCAL MTB TRAILS...  
ON THEIR ROAD BIKES. IT WAS OLI'S IDEA... #TREKMADONE #BICYCLINGFUN. 

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➔ Share your good times with us on Instagram. Tag your ride photos to @Bicycling\_SA using the hashtag #BicyclingFun and you could be featured in an upcoming issue! (Remember to mention where the shot was taken!)



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